

O.K. SAUCE



Served in the best places

Hongkong Daily Press.

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Drambuie



PRINCE CHARLIE'S LIQUEUR.

The origin of "DRAMBUIE" and the basis of its production, give it a character distinct from other Liqueurs.

Brought to Scotland by a follower of Prince Charlie in 1745, the recipe was given to a MacKinnon of Skye, and the secret has ever since remained in one family. The MacKinnon of that day employed the materials which were available, and in place of Brandy a fine old Whisky was used. This, along with heather honey and herbal ingredients of recognised value as aids to digestion produced a Liqueur which soon gained the post of honour on the tables of Highland Aristocracy and is now known world-wide.

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HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

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SPECIAL SALOON FARES.

WEEK DAYS—Single: \$3.00; Return: \$5.00.

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EXCURSION TO MACAO:—

ON SUNDAY, THE 19TH APRIL, 1931

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 4.00 P.M.

NOTE—All Steamboat Company's Steamers are fitted with Wireless.

THE HON. TREASURER,
HONG KONG BENEVOLENT SOCIETY,
525, THE PEAK.

Enclosed please find cheque for twelve dollars being subscription to your Society for the current year.

FACTS AND FIGURES

For the Busy Business-Man interested in Hong Kong and South China. The *Hongkong Weekly Press and China Overland Trade Report* (Price 30 cents) will be mailed for a year to any place in the world for \$18. Send for a specimen copy.

"HONGKONG WEEKLY PRESS,"

11, ICE HOUSE STREET.

DIARY OF LOCAL EVENTS.

To-day.

(April 14.)

Easter Law Sittings Begin.
Annual Meeting, Shareholders & Subscribers of the City Hall, Jardine's Boardroom, 12.30 p.m.
H.K.F.A. Council Meeting, 5.30 p.m.

Rotary Club Tiffin, Lane, Crawford's Restaurant. Speaker: Rev. E. G. Powell on "Community Service."
Sanitary Board Meeting, 4.15 p.m.

Hong Kong Cricket Club, Tennis Tournament:—
Open Doubles: M. W. Lo and M. K. Lo v. Ho Ka Lau and Yow Man Kit.

Handicap Singles "A": H. J. Armstrong (owe 15) v. N. L. H. Bailton (rec. 5/6). Foley (scr.) v. R. M. Henderson (rec. 2/6).
Handicap Doubles: Stock and Humphreys (rec. 5/6) v. Nash and Hill (owe 2/6). S. E. Green and D. S. Green (owe 15) v. Lee and Stubb (scr.). H. Owen Hughes and G. R. More (owe 15) v. Low and Dowley (rec. 5/6).

Club Championship: A. L. Sullivan v. R. H. Wild.
Handicap Singles "B": Ferguson (owe 3/6) v. Rodger (owe 3/6).
Queen's Theatre: "Remote Control."

World Theatre: "On Your Back." Star Theatre: "4 Devils." King's Theatre: "Tom Sawyer." Europa v. Siberia (Prem. McKinley) 6 p.m.; Europe via Marseilles (Angers) 2.30 p.m.

Wednesday.

(April 15.)

H.K. Realty & Trust Co., Annual Meeting, Exchange Building, 11.30 a.m.
St. John Ambulance Brigade (St. Joseph's Division) Concert and Dance, Hotel Cecil, 8 p.m.

Hong Kong Cricket Club, Tennis Tournament:—
Open Doubles: C. A. L. Rumjahn and J. A. Cassamboy v. winners of the tie P. Kong and W. T. Lee v. H. Lo and Yu Tak Cheuk.

Handicap Singles "B": Womack (owe 1/6) v. Jensen (rec. 5/6). Gordon (owe 3/6) v. winner of the tie Ferguson (owe 3/6) v. Rodger (owe 3/6).

Handicap Doubles: Wood and Lennox (rec. 15) v. Keyserling and Jensen (scr.). Humphreys and Wild (owe 3/6) v. Buttress and Woodman (rec. 5/6).

Sewell and James (owe 3/6) v. winners of the tie H. Owen Hughes and More (owe 15) v. Low and Dowley (rec. 5/6).

Mixed Doubles: L. Goldman and Mrs. Grimble (owe 15) v. Waring and Miss Hutchinson (owe 3/6).

THE ECONOMICS OF ADVERTISING.

AN INTEGRAL PART OF DISTRIBUTION. SOME FACTS AND FIGURES.

There are still those who ridicule advertising and rail at the amount of space taken up by it in our magazines and newspapers, writes Gilbert T. Hodges, President of the Advertising Federation of America. There are those in high places who contend that advertising is exploiting the consumer, making him buy what he does not need, and at an exorbitant price. If there is one charge more than any other that is hurled at the heads of advertising men, it is that advertising is an expensive luxury, adding greatly to the cost of things which people buy. But so does production add to the cost. So do travelling salesman, jobbers, retailers, warehouses and transportation. And still these critics of advertising seldom complain against any of these other charges.

And why is this? To impress the public with the importance of advertising, we speak glibly of the two-billion dollars spent annually for advertising.

Extravagant Luxury Charge.

Appropriations of five, ten, and even fifteen million dollars to sell the most ordinary commodities are commonplaces to-day. Small wonder that the average man on the street is staggered by the mention of such amounts. They are quite beyond his comprehension. Can we blame him if he concludes that advertising is an extravagant luxury for which he and every other consumer must pay?

The question is a vital one to the consumer, and we must protect the consumer, for he is the corner-stone of our national prosperity.

Not long ago the Federation received a letter from the Dean of an important school. He wrote:—

"I can never understand the magic by which a million can be spent for advertising without throwing the burden upon someone."

Like many other uninformed critics, he thinks there must be some magic at work when millions of dollars can be spent for advertising which results in larger profits for the advertiser and smaller prices for the consumer.

It does sound like a paradox, but it is!

This is a question that cannot be side-stepped. It cannot be answered with glittering generalities. It will not do to answer the question dogmatically. We must have the facts.

The Bureau of Research and Education of the Advertising Federation of America has brought to light some information which seems to prove that the advertising bill is not really paid by the consumer at all, even though the advertiser does not pay it out of his profits.

Advertising is not a thing separate and distinct from business. It is an integral part of the distribution machinery which brings the products to the consumer.

It is but one of the items making up the total cost of distribution to the ultimate consumer. It is as logically and economically a part of the price of an article as is the cost of the locomotive which hauls it to market, or the cost of the machine which makes it, or the labour of the mechanic who runs the machine.

There prevails a serious misconception of how much advertising expense goes into the retail price of a commodity. Recently a prominent authority made an effort to compare the public's idea about the cost of advertising with the facts. Business men, students and householders were asked to write down what they thought they were paying for advertising in each purchase of various articles in common use.

Consumer Estimates.

In the case of a well-known soap the average guess of these representative consumers was that out of every seven cents they paid for a cake of this soap 1.4 cents went for advertising it. The fact was that the company was expending only one-fifth of a cent per cake. The estimate in this case was six times too high.

The estimated cost of the advertising in a \$50 suit of clothes was \$6.21. The actual cost of the advertising was only \$1 per suit.

(Continued on Page 4.)

THE HONGKONG

PENINSULA HOTEL,
HONG KONG HOTEL,
REFULSE BAY HOTEL,
PEAK HOTEL.

AND

SHANGHAI

ASTOR HOUSE HOTEL,
PALACE HOTEL.

HOTELS,

LIMITED.

IN ASSOCIATION WITH THE
GRAND HOTEL DES WAGONS,
LITE, PEKING.

The Only Hotel in CANTON
Directly under European
Management.

THE VICTORIA HOTEL
SHANGHAI

Guides and Trips
arranged for
and Special Care
Taken of TOURISTS.
Cable Address: "VICTORIA."

THE HONG KONG SPORTING

ARMS & AMMUNITION STORE.

5-6, DRACONFIELD ARCADE.

Sporting and Athletic Goods
Movie Cameras and Accessories
Hunting Wear
Shooting Equipment.

YOU
ARE INVITED TO INSPECT OUR
STOCK OF

ASIATIC, FOREIGN AND
COLONIAL

POSTAGE STAMPS

IN SETS, SINGLE PACKETS,
BAGS AND IN APPROVAL
SHEETS.

GRACA & CO.

DEALERS IN POSTAGE STAMPS,
FANCY GOODS, FLOWERS
FORCING, ETC., ETC.
10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

TELL THE SHROFF

to make out a Chit for
\$9.00 and send it with
your Home Address to
11, Ice House Street.
In return, we will send
you the *Weekly Press*
for Six Months.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA

MACAU

Cable Address:—"Riviera, Macau."

THE STANDARD LIFE ASSURANCE CO.

Assurance by Monthly Payments. Benefits of Life Assurance brought within reach of those to whom the payment of a large sum yearly, half-yearly or quarterly may be an inconvenience. Liberal conditions as to Loans, Surrender, and Paid-up Policy Value.

Apply to

DODWELL & CO., LTD.

AGENTS.

2, QUEEN'S BUILDING.

Buy your Biscuits, etc., at
Lane, Crawford's
Corner House

GINGER NUTS
CUSTARD CREAM
MILK
DESSERT
BOSTON CREAM

90 cents a tin.

RATAFIAS
GARIBALDI
PETIT BEURRE
BUTTER
BUTTER FINGERS

90 cents a tin.

FAMILY
MIXED CREAM
AFRICAN
BUTTER PUFF
TEA

90 cents a tin.

SODA: 70 cents a tin.

ALL OUR OWN MAKE.



Scenic
Route

Across
CANADA

Via
Vancouver
or
Prince Rupert

Canadian National Railways crosses the Rockies at the easiest gradient and lowest altitude of all transcontinental lines and in full sight of the Canadian Rockies' highest peaks. View the choicest gems of rugged mountain scenery, crag and glacier, cataract, canyon. Stop off at Jasper National Park, the Alpine paradise of Canada. See the golden wheatfields, mighty island seas, the scenic marvels of the east, among them, Niagara Falls. And, all the while, travel in utmost comfort.

Daily Trans-Continental Trains from Vancouver or Prince Rupert, with all-rail equipment, radio-equipped observation cars and unsurpassed and moderately priced dining car service. Through bookings on all steamship lines. For rates, literature and information apply ASIATIC BUILDING, HONGKONG.

CANADIAN NATIONAL
The Largest Railway System in America
(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

Studebaker
Free Wheeling!

PLEASURE CARS

HONG KONG DELIVERED PRICES.

STUDEBAKER SIX

R.A.C. Horse-Power Rating 54.
Brake Horse-Power 70 at 3,200 Revolutions.
Piston Displacement 295 Cubic Inches. Wheel-Base 114 Inches.
Speed 60 M.P.H.

Model	Pass.	Wt.	P. & H. Price	Deliver. Price	Hong Kong Price
Roadster Regular—Wood/W	4	2,600 lbs.	G\$795	G\$820	G\$1,055
Tourer Regular—Wood/Wheels	5	2,795 lbs.	895	920	1,155
Coupe Regular—W/W-L/U	2	2,790 lbs.	945	970	1,155
Sedan Regular—W/W-M/U	5	2,790 lbs.	895	920	1,205
Coupe Sport—W/W-Mohair/U	4	2,850 lbs.	895	920	1,205
Tourer Regular—6 Wire Wheels-L/U	5	2,945 lbs.	995	1,020	1,255
Sedan Regular—6 Wire Wheels-B/U	5	3,065 lbs.	995	1,020	1,305

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$5, Bumpers \$20,
Leather Upholstery \$20, Radiator Top \$25, 5 Wire Wheels \$45,
Special Colour \$50, Tourist Trunk \$30, Set Cases for Trunk \$20.

DICTATOR EIGHT

R.A.C. Horse-Power Rating 80.
Brake Horse-Power 101 at 3,200 Revolutions.
Piston Displacement 321 Cubic Inches. Wheel-Base 114 Inches.
Speed 65 M.P.H.

Coupe Regular—W/W Leather/U	2	2,855 lbs.	G\$1,095	G\$1,120	G\$1,445
Sedan Regular—W/W Mohair/U	5	3,095 lbs.	1,150	1,175	1,500
Coupe Sport—W/W Mohair/U	4	3,005 lbs.	1,150	1,175	1,500
Sedan Regular—6 Wire/W Bedford/U	5	3,250 lbs.	1,350	1,375	1,600

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$15, Bumpers \$20,
Leather Upholstery \$20, 5 Wire Wheels \$50, Special Colour \$55,
Tourist Trunk \$30, Set Cases \$20.

COMMANDER EIGHT

R.A.C. Horse-Power Rating 80.
Brake Horse-Power 101 at 3,200 Revolutions.
Piston Displacement 320 Cubic Inches. Wheel-Base 124 Inches.
Speed 70 M.P.H.

Coupe Sport—W/W Bedford/U	4	3,890 lbs.	G\$1,585	G\$1,610	G\$1,970
Sedan Regular—W/W-B/Upholstery	5	3,910 lbs.	1,685	1,710	2,070
Sedan Regular—6 Wire/W-B/U	5	3,950 lbs.	1,785	1,810	2,170
Brougham Regal—6 W/W-B/U	5	3,950 lbs.	1,785	1,810	2,170

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$20, Bumpers \$35,
Leather Upholstery \$25, 5 Wire Wheels \$50, Special Colour \$55,
Tourist Trunk \$30, Set Cases \$20.

PRESIDENT EIGHT

R.A.C. Horse-Power Rating 89.2.
Brake Horse-Power 122 at 3,200 Revolutions.
Piston Displacement 357 Cubic Inches. Wheel-Base 130 inches.
Speed 85 M.P.H.

Coupe Regular—Wood/W-L/U	2	3,955 lbs.	G\$1,850	G\$1,875	G\$2,200
Sedan Regular—W/W-B/U	5	4,230 lbs.	1,850	1,875	2,200
Roadster State—6 Wire/W-L/U	4	4,130 lbs.	1,950	1,975	2,300
Coupe State—6 Wire/W-B/U	4	4,190 lbs.	2,050	2,075	2,400
Sedan State—6 Wire/W-B/U	5	4,375 lbs.	2,050	2,075	2,400

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$25, Bumpers \$35,
Leather Upholstery \$30, 5 Wire Wheels \$70, Special Colour \$75,
Tourist Trunk \$30, Set Cases \$20.

PRESIDENT EIGHT

R.A.C. Horse-Power Rating 89.2.
Brake Horse-Power 122 at 3,200 Revolutions.
Piston Displacement 357 Cubic Inches. Wheel-Base 130 inches.
Speed 80 M.P.H.

Tourer Regular—W/W-L/U	7	4,115 lbs.	G\$1,850	G\$1,875	G\$2,200
Sedan Regular—W/W-B/U	7	4,350 lbs.	2,150	2,175	2,500
Tourer State—6 Wire/Wheels-L/U	7	4,255 lbs.	2,150	2,175	2,500
Sedan State—6 Wire/Wheels-B/U	7	4,510 lbs.	2,350	2,375	2,700
Brougham State—6 W/W-B/U	7	4,450 lbs.	2,350	2,375	2,700
Limousine State—6 W/W-B/U	7	4,570 lbs.	2,550	2,575	2,900

OPTIONAL EQUIPMENT AT ADDITIONAL PRICE

Reinforced Springs \$5, Extra Tire and Tube \$25, Bumpers \$35,
Leather Upholstery \$30, 5 Wire Wheels \$90, Special Colour \$75,
Tourist Trunk \$30, Set Cases \$20.

Equipment and Price subject to change without notice.

THE HONG KONG HOTEL GARAGE

Stables Road Garage. Telephone 27779.

27-2-1031.

ADJUSTING THE CARBURETTOR.

SOME PRACTICAL HINTS.

[By J. E. SEWELL.]

The advent of summer brings to mind, especially in this time of high prices for petrol, the need to re-adjusting the carburettor so as to get maximum economy with perfect performance. This problem may well be considered from several points other than that of economy, the first and probably the most important being the effect of improper carburettor adjustment upon the repair budget.

To give the average motorist credit for knowing the internal workings of his carburettor would possibly be taking too much for granted so that it might be well to point out, for the benefit of the uninitiated, the purpose and construction of the carburettor and its mysteries as far as proper functioning are concerned.

First and foremost, the carburettor is a simple mechanism. This statement may well be doubted by the motorist who has experienced the difficulty of adjusting a carburettor of which he had no intimate knowledge and upon which there appeared any number of miscellaneous screws, nuts and other gadgets which completely concealed their own utility. It might be more accurate to say that the carburettor in principle is simple. Its purpose is to furnish a steady supply of fuel of a proper mixture to the cylinders of the motor.

In actual engineering practice a great deal of attention must be given to the size, shape and conformation of several parts of the carburettor but three points need not worry the layman since they are previously determined and fixed, or semi-fixed, by the manufacturers. The first problem which is likely to present its self to the motorist is a definite statement as to what constitutes a proper mixture.

The Proper Mixture.

Experiment has proven that a proper mixture consists of one part petrol to 14.5 parts air by weight. Here again, it being impractical to weigh the volume of air passing through the carburettor, filters and supply lines such a statement worse than useless.

The problem then consists of determining a proper mixture by experiment and having a practical knowledge which will serve to determine when the results of such experiment reach their most satisfactory point. Needless to state, carburettor, filters and supply lines must be free from dirt and other foreign matter to assure a steady supply of petrol to the mixing chamber.

Granting that the fuel system is clear and an adequate amount of petrol reaches the bowl of the carburettor, we may go about our adjustments with the assurance that they are not to be hindered by mechanical uncertainties.

The idling adjustment being of indisputable importance, we may now begin by looking first, the screw or other exterior control by which the petrol flow is determined. Having located this screw, it may be screwed down to its tightest adjustment; this supposes that the carburettor is so far out of adjustment that it is supplying a non-combustible or highly non-combustible mixture. Then it should be opened or unscrewed slightly to permit the passage of a small amount of petrol to the mixing chamber where it mixes with air after passing through a jet which serves to vaporize it in passing.

On some other portion of the carburettor there will be another projection for adjusting the air supply. Keeping in mind that the mixture must contain by volume, thousands of times more air than

petrol, this adjustment may also be completely closed and then opened to a portion of its capacity. This method will usually provide a rough sort of adjustment upon which the motor may be started and improvements noted as changes are made in the previous settings.

Incorrect Mixture.

A motor while running with an incorrect mixture will show various signs by which corrections may be made. Black smoke from the exhaust (this should not be confused with the white smoke which is caused by an over-supply of lubricating oil) indicates a mixture containing too much petrol or "rich." This condition may be indicated also by a galloping action in the idling motor and should be corrected by diminishing the petrol supply slowly until a smooth idling condition is reached. All such adjustments should be made with the ignition control retained as this permits a smoother idling speed.

Having established a reasonably smooth idling condition, the air supply may now be re-set for richness of adjustment and to complete the smoothing out of the motor action. Once a satisfactory idling speed is reached it is not advisable to again change the petrol adjustment as further adjustments may usually be carried out through regulating the air supply alone.

"Flat Spot."

Usually, after completing the adjustments as detailed, it is found that the carburettor has a "flat spot" in its operation. By "flat spot" is meant a tendency either to hesitate in accelerating, or to choke completely when the throttle is suddenly opened. This condition may now be taken into consideration and further fine adjustments made to correct it while still retaining a smooth idling action. Often this condition is so pronounced that the machine may back fire or "fire through the carburettor" which causes a sudden backward action of air through the carburettor and denotes a lean mixture. This may be remedied by sup-

plying a trifle more petrol or a trifle less air or, in some cases, it may be necessary to correct both these adjustments slightly.

In general, it may be said that all corrections should be made, as far as possible, with the air supply since a slight change of this adjustment may often iron out all difficulties. Whenever it becomes necessary to move the petrol adjustment it should be done by small degrees and supplemented by trial adjustments of the air control over quite a portion of its range. If this point is kept in mind a satisfactory operating condition will be arrived at, whereas, if haphazard methods are used, it may be only a question of luck in striking the one best setting out of thousands of possible combinations.

Often in making carburettor adjustments we find that the mixture on which the motor performs best at high speed and with which the motor shows the best degree of acceleration is inadequate for its idling needs. Here a third adjustment is usually found whereby the butterfly valve situated in the throat of the carburettor, and operated by the throttle control, may be set to prevent his closing to such a degree as to starve the engine of fuel. This adjustment usually consists of a small set-screw running through a threaded block and provided with some means of locking it in any given position. Where the above condition exists the amateur mechanic need have no fear of disturbing his carburettor setting through changing this adjustment since it has no effect upon the proportions of the mixture.

If the Motor is Hot.

After arriving at a satisfactory idling accelerating adjustment it may be found that the motor is hot owing to having been run with the spark retarded. Should this be noticed, it is a good plan to, left the new carburettor adjustment again after the motor has cooled by trying its power and pick-up in actual service. Should anything be found lacking in such a test it is

(Continued on next column.)

THE LIGHTER SIDE.

"Magna Charter said that the King was not to order taxis without the consent of Parliament."

"The trouble nowadays," says a Sunday paper, "is that the hand which ought to rock the cradle won't let go of the rocking wheel."

It was a dark night and the car stable pulled up the driver of the lorry. "Where's your rear light?" The driver got down and went round to the back of the vehicle and looked a bit puzzled.

"It's no good making excuses because you haven't got even a lamp bracket," snarled the man in blue.

"I wasn't going to make any excuses," replied the driver, scratching his head.

"Then, what d'yer mean?" "What's puzzling me," said the motor-man, "is where's the darned trailer!"

"Life is full of contradictions," exclaimed the professor.

"Yes," replied the wag; "for instance, the careful motorist is always a wreckless fellow."

A very simple matter to correct the adjustment to the small degree which may be necessary; usually by supplying the slightest portion more petrol to the adjustment. The need for this trifle more petrol may readily be realised when consideration is made for the fact that a hot motor requires less petrol under ordinary conditions than the same motor would require at a lower temperature.

The procedure as outlined above may seem tedious and troublesome in its detail but in actual practice all the steps set forth may be carried out in a very short time. In addition to being a convenience to the motorist, the knowledge of how to adjust the fuel supply to meet any conditions may prove of immense value in decreasing the cost of running his machine, and may at some time be indispensable, should it become necessary to dismantle, clean and re-adjust the carburettor while some distance from a garage or any competent service.

ARE YOU GOING ON LEAVE?

CONCERNING MOTORWAYS.

If you are going on leave this year you will be interested to hear something about an enterprise which has done much to make home leave really enjoyable.

There is little or no need for eloquence in telling the history of Motorways. The story is in itself testimony to the swiftness with which has been achieved by imagination and steadfast purpose. During the past six or seven years there has been built up from small beginnings an organisation which now controls the most complete and the most luxurious road travel service in Europe. That organisation is Motorways (1930), Ltd.

You have often thought, let us say, of a holiday in France or Spain or Italy. A real holiday, seeing all that there is to be seen, enjoying every hour of every day and yet without an effort, restful holiday. And then, perhaps, have come thoughts of luggage and of crowds and languages, and accommodation; and the fuss and exhaustion of travelling from place to place. Now it is so different. You can see this loveliness and travel the length and breadth of Europe with no more effort than is required to move from your armchair, on a summer's day, out into the morning splendour of bright sunlight. Already you feel the influence of Motorways—its forthright—and care-and consideration.

You are smuggling back into your armchair in a Motorways Pullman—the most luxuriously appointed saloon coach in the world—you haven't a worry on earth. Motorways have arranged everything for you with judgment, with imagination, with genius. Henceforth your nights and days will be a round of pleasure. Pleasure to suit the cultured traveller; the pleasure of lovely scenery that glides by in an ever-changing panorama; the glamour of strange lands and places; the pleasure of good company and the material pleasure of only the finest hotels in Europe.

You are one of a group, but you can be, if you wish, by yourself, days are set aside on the tour so that you can go off by yourself. Here is the travel service that you have been waiting for, a service which won't allow you a single worry about anything.



INDIA SUPER TIRES

THE RED RING IS YOUR

GUARANTEE.

W. R. LOXLEY & CO.,
AGENTS—HONG KONG.



"ALWAYS IN FRONT"

SOCONY
GASOLINE
plus
MOTOR OIL

STANDARD OIL CO. OF NEW YORK

MOTOR NOTES

NEWS FROM EVERYWHERE.

AUSTRALIAN MOTOR-CARS.

Introduction of automobiles of all-Australian construction is the aim of a firm of motor engineers, at Melbourne, construction of two experimental sedans is to be taken in hand. Should the venture prove practicable, steps will be taken to build on a large scale. It is planned to market the car at £200. It will be of 25 horsepower. In appearance it will resemble the American types. For the experimental models the parts will be made by several different Melbourne engineering firms, including the Government Munitions Establishment at Harbourside.

"DRAIN-FLUSH-RE-FILL."

The motorist to-day has been so well educated as to the desirability of draining the used oil from his crankcase and replenishing with fresh oil that the phrase "Drain, Flush and Re-Fill" has almost passed into everyday use.

In many cases, however, the benefit derived from the insertion of fresh oil is to a large degree nullified by inefficient flushing. At one time it was believed that the best way of flushing was to swirl paraffin through the engine, in order to remove sludge and dirt from the oil passages and interior of the crankcase.

It is now known, however, that although it may remove foreign matter, paraffin itself has a detrimental effect on the engine. For one thing, it actually rusts the metal; for another, it tends to clog the small oil-ways, etc., and to prevent the new oil from entering them. The resulting damage, of course, is incalculable.

The failure of paraffin to perform the work has led to the introduction of a fluid known as flushing oil. Various makes of this are available, and most garages keep it in bulk for use on customers' cars; one firm, also, for the convenience of owner drivers, is retelling it in tins.

To use a flushing oil, drain the crankcase—when the engine is warm so that the oil flows more readily—and replace the plug. Pour in the necessary quantity of flushing oil and start up the engine, allowing it to idle for a short time; this will do no harm for the flushing oil is a lubricant as well as well as a cleanser. Then drain the sump once more and the engine will be spotlessly clean and ready for the new lubricant.

MOTOR-CARS MADE TO MEASURE.

Those with but the slightest conception of motor manufacturing processes realize that absolute accuracy is essential if cars are to be made satisfactorily, but few understand how this accuracy is obtained.

Many things contribute to it, but one is accuracy of the "jigs" by which mechanics set the many

automatic machines. For instance, there is a machine which gives by the undignified name of a "Jig-borer." Its name is the only undignified part of it, however, for it costs more than many motor cars and it lives alone in a scrupulously clean glass house.

This machine drills holes in a piece of steel to a guaranteed limit of error of half a thousandth of an inch, and usually to a limit of not more than a twentieth of a thousandth. This would mean, of course, that it could drill 200 holes and, on the total, not be more than one hundredth of an inch "out." But the jig-borer is much more accurate than that, for it is self-correcting. If the minutest, unmeasurable error occurs between one hole and another the borer, in a silent and altogether uncanny way, at once corrects itself on the next position. It can thus drill its 200 holes any, and be but a twentieth of a tenth of a thousandth of an inch out on the total.

RE-DESIGN OF A WELL-KNOWN POWER UNIT.

It is gratifying to note that with the Colliath strides now being made in the Industrial World in every direction the Marine Motor Industry is not behind the times, in so much that well tried power units which have been on the market for some time are being continually brought up-to-date, and incorporate designs as modern as the car unit.

In this connection it is of interest that Messrs J. W. Brooke & Ltd., of Lowestoft, have re-designed their well known 25-Horse Motor, a six cylinder engine of repute. Improvements include self starter and dynamo with enclosed drives, whilst the overall length of this power unit with reverse gear is reduced by 8-inches, from 6-ft to 5-ft. 4-in. The camshaft and auxiliary drives are by enclosed triplex and duplex silent roller chains, and the starter, dynamo and magneto are all on the starboard side of the motor, whilst the carburettor is located on the port side.

FORD TRUCKS.

The extent to which the Ford car and truck are adapted to the various needs of industry and agriculture is strikingly illustrated in a permanent commercial car exhibit recently opened in Detroit by the Ford Motor Company. The exhibit includes more than one hundred body types.

In the display there are grocery trucks with shelving throughout, refrigerator trucks, coal trucks, furniture vans, busses for school and public transportation, a street sweeper, milk delivery trucks, tanks for oil, gasoline and other liquids, units for every municipal use, a wide range of vehicles with agricultural bodies, and, in short, practically every sort of truck except those for the heaviest of hauling.

HONOURS TO BRITISH CARS.

SINGER JUNIOR'S HIGH SPEED ENDURANCE TEST.

A motoring test of exceptional severity has recently been completed at the Montlhéry track, near Paris, when an 8 h.p. Singer Junior set out on a 24 hours' run at full speed, the drivers, Messrs. G. E. T. Eyston, E. A. D. Eldridge and P. Browster, taking the wheel alternately.

The test was run under the auspices of the A.C.F., whose officials sealed the bonnet before the start. Weather conditions were generally bad, but at midnight a hurricane arose and torrential rain fell, so that it was necessary for the windscreen wiper with which the Triplex screen was fitted, to be kept in action continuously.

Since the bonnet was sealed it was, of course, impossible for any adjustments to be made, but none was necessary, for the car ran faultlessly throughout. Stops were made approximately every 200 miles for petrol replenishments and a change of drivers, and in less than 20 hours 1,000 miles had been covered. The speed increased slightly towards the end of this gruelling run, and the full 24 hours showed a distance of 1,216 miles at an average of 50.7 m.p.h.

Far from being a racing or sports model, the little car was a four-door saloon with full equipment; during the hours of darkness, when the weather was at its worst, the track was unlighted except by the car's headlights.

Four More British Records.

When "Baby" cars were first marketed a few years ago, their staunchest adherents would scarcely have prophesied that by 1931 they would be capable of records.

Driving an M.G. Midget, Mr. G. E. T. Eyston recently broke four world's records at speeds varying from 101.3 to 103.3 m.p.h. He thus has the honour of being the first man to attain 100 m.p.h. on a "Baby" car.

The actual speeds, subject to confirmation, were as follows:—5 kilometres, 103.13 m.p.h.; 1 mile, 102.76 m.p.h.; 10 kilometres, 102.43 m.p.h.; 10 miles, 101.87 m.p.h. The performance is the more remarkable in that, it is stated, the air pressure on the petrol feed caused leaks, so that the driver was forced to use the hand pump continually. Mr. Eyston used Wakefield "Castrol" oil, and the car, which is the property of a private enthusiast, Mr. J. A. Palmes, is the same one with which speeds of from 92 to 97 m.p.h. were attained a few days earlier.

Ten Horse-Power Saloon Averages 55 m.p.h.

Following closely upon Captain Campbell's wonderful all-British feat at Daytona and the success of British cars in the Monte Carlo Rally, comes yet another motoring triumph for Great Britain.

On a track strewn with ice three well-known racing drivers have just concluded a record attack which cannot fail to enhance the prestige of the small British car.

The record attempt was run on the Montlhéry track within a few miles of Paris, and the car was a 10 h.p. Singer saloon. Taking turns at the wheel the three drivers, Messrs. E. A. D. Eldridge, G. E. T. Eyston and P. Browster, attempted to set up a record for three days' continuous running, but the weather conditions, however, were against them, for they encountered hurricanes, rain, snow and ice.

Nevertheless, the little all-British Singer obtained world's records in Class "F," covering 4,000 kilometres at 55.8 m.p.h. and averaging a speed of 55.02 m.p.h. for 48 hours' continuous running.

(Continued at foot of next column.)

THE IMPORTANCE OF LUBRICATION.

CHEAP OIL IS FALSE ECONOMY.

When it is realized that over fifty per cent. of mechanical breakdowns are due to the use of oil of inferior quality or to the incorrect use of even high grade oil, it will be appreciated how important it is to give particular attention to this subject.

Buying of cheap oils to save a few cents per gallon is at once false economy. You may save a few dollars during the year on your oil bill, but the depreciation, and even actual breakdowns causing delay and inconvenience on the road, far outweigh this so-called saving.

How, you ask, may I know the correct oil for my engine? How can I protect myself against lubrication troubles?

For Your Engine.

In order to secure the best possible results in the lubrication of your engine the following three conditions must be fulfilled:—

- (1) The oil used must be of high quality.
- (2) The oil must have correct body and character to meet the design, construction and operating conditions of your engine with scientific exactness.
- (3) The oil in your engine must be kept in good condition. Precautions must be taken to maintain an adequate supply of the correct oil. Drain the oil from the crankcase regularly and renew with fresh oil at regular intervals to prevent undue contamination, which renders the oil unfit for efficient service.

Grade of Oil.

Motor engines vary considerably in their lubrication requirements. It is a fallacy to suppose that one grade of oil is suitable for all types of engines, because, in addition to variations in type, engines differ one from another in regard to lubrication systems.

Considerable variations occur in the methods of lubrication adopted by various manufacturers, such as circulating oiling systems with separate oil tank (dry sump), circulating systems with oil reservoir in crank-case (wet sump), mechanical pump feed (non-circulating), semi-automatic (non-circulating) and "petrol."

Each of these systems has its own different application, and the oil pumps, feed pipes and filters also vary in type and dimensions.

Overhead valve engines generally have higher compression ratios than do side-valve types, and are capable of higher revolution speeds. The pressures and temperatures in oh.v. type engines are therefore higher and demand the use of a heavier and richer lubricant than do other types.

An exceptionally rich lubricant such as is well suited to the needs of oh.v. engines is sometimes unsuitable for use in normal side-valve units.

It will be appreciated, therefore, that there are numerous factors to be considered in arriving at the correct lubricant for a specific engine. Such considerations require wide practical and technical engineering experience, in addition to a sound knowledge of the performances of various types of lubricants under differing operating conditions.

Consult your motor dealers or else be guided by the charts of some reliable lubricant company, in your choice of oils and you can't go far from wrong.

Chilling their progress, Mr. Eyston outlined the difficulties he and his fellow drivers were experiencing. The gales were so strong that the car was several times nearly blown off the track, whilst many of the hurricane lamps used to illuminate the concrete oval at night were blown to pieces. The cold was intense, and to make matters worse the track became ice-bound.

"Never experienced such arduous conditions. Heavy snow, storm, but car running splendidly," ran one of Mr. Eyston's cables. But eventually the weather became so bad that it was necessary to give up the three-day attempt, although only four more hours' driving were required.

The feat is all the more remarkable in view of the fact that the car used was not a specially prepared racing model, but a normal saloon, not stripped in any way, and having a full catalogue specification.

The most powerful truck in the world.

This truck at the "Circuit des routes pavées," France, has successfully carried 25 Tons on Michelin tyres, at an average speed of 18 miles per hour, up to 31 miles per hour on level country.

The tyres we offer you are of exactly the same manufacture. YOU MUST GIVE THEM A TRIAL.



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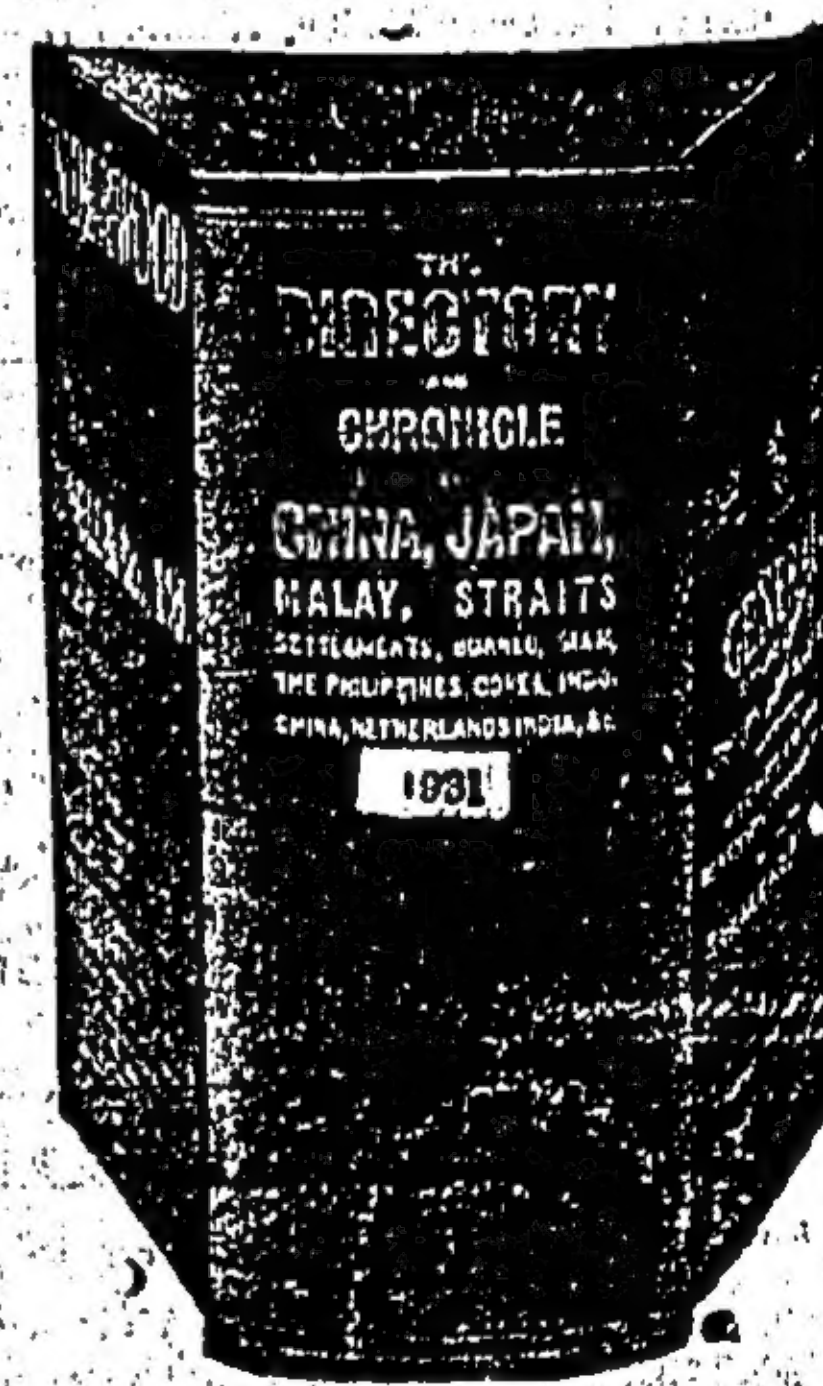
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THE MONTE CARLO RALLY.

ONLY ONE CAR COMPLETES THE GREAT DISTANCE.

This great international trial, which was run this year for the tenth time, saw 61 cars arrive at Monte Carlo, coming from all parts of Europe through no slight difficulties due, in part, to the inclement weather, and partly to the severity of the regulations.

The starting point furthest from Monte Carlo this year was the town of Athens (Athens-Monte Carlo 3,700 kms. or 2,300 miles), from whence seven cars started, but only one, a "525/S Fiat," arrived at the finish. This car was driven by M. Jacques Bignan, who was welcomed as a triumphant champion at Monte Carlo. As a matter of fact, up to the last moment M. Bignan was considered the absolute winner of the Rally, but a lengthy examination of the way sheets showed that he was four minutes late at the

control at Strasburg, and this was sufficient to exclude him from the classification. This circumstance, however, does not in the least minimise the fact that M. Bignan with his "525/S Fiat" was morally the winner of the trial, his being the only car to arrive at Monte Carlo from the farthest starting point.

All the other cars that started from Athens were forced by the difficulties of the arduous course, to give up.

M. Bignan has given a thrilling account of his journey. Bad weather, snow, wind, fog and pouring rain. In some Balkan districts the mud was over the wheel hubs, yet the "525/S" succeeded in covering the entire course of almost 4,000 kms. (2,500 miles) at the prescribed average speed of 40 kms. (25 miles) per hour.

The sporting Press both in France and England has paid due honour to the evident superiority of the Fiat car, which was the only car capable of covering in the depth of winter, the longest European route, from beyond the Balkans to the Côte d'Azur.

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PHONE: 21517IT'S A SEASONABLE TIME
TO GET A WINTER SUIT OR OVERCOAT.
We have just received a wide
variety of Woollens for Your
Selection.PERFECT FIT GUARANTEED,
PRICES REASONABLE.**WING HING CO.
TAILORS.**

54, QUEEN'S ROAD. PHONE 21417.

LOCAL MAPSPeak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

**PARIS TALKIE
CENTRE.****USES 14 LANGUAGES.**

Paris—On the eastern edge of the Bois de Vincennes, 20 minutes from the centre of Paris, has sprung up a little city where talking films are being made in 14 languages. After only nine months of intensive production work, in the course of which four complete new studios and numerous other buildings have been constructed and equipped, 150 complete feature films have been turned out.

An air of ceaseless activity permeates this European Hollywood, which has grown up in the extensive gardens surrounding an old French villa. Even as scenes are being "shot," or, as they say in France, "turned," in four different studios at once and in many different languages, other sound-proof studios are being completed. Gravel paths being turned into concrete roadways. Big electric arc-lamps are everywhere, for day and night are much the same at

Joinville. Not infrequently, work is being carried on twenty-four hours of the day.

Things are done with dash and verve at Joinville. Suppose, for example, that it is decided to produce a Swedish or Portuguese version of some talking film which has been successful in America. Joinville rings up Stockholm or Lisbon and asks that a cast for the picture be assembled. This is done, and probably within a week an entire company speaking Swedish or Portuguese, as the case may be, has arrived on the outskirts of Paris to make films which will be exhibited in the farthest corners of Europe. They find their scenario prepared for them in their own language, and can proceed to work at once.

If the film had to be made in New York or Hollywood, weeks would be lost in correspondence and travel, and the expense would be much greater. This accounts for the rapid development and constant activity of the Joinville establishment.



Red Hackle WHISKY

"RED HACKLE" Whisky.

A welcome change.

If you are not drinking "RED HACKLE" you are not drinking the best.

Try it for a change. You will continue to drink it from choice.

Awarded First Prize in the Competition open to all whiskies at the Brewers' Exhibition in London.

Try it! and judge for yourself.

AGENTS:
W. R. LOKLEY & CO.,
HONG KONG.

**THE ECONOMICS OF
ADVERTISING.**

(Continued from Page 1.)

The third case was a nationally known breakfast food. These people guessed that 2.3 cents was spent on advertising for each 15 cent package. The truth was that the company was spending only three-tenths of one cent per package.

These are three typical examples. They indicate the prevalence of quite an exaggerated impression of the burden of advertising on the public.

So far as these people are concerned, more than 80 per cent. of the advertising bill is imaginary and could be paid in imaginary money without affecting their bank accounts.

In these three cases the advertising cost ranges from 2 per cent. to 3 per cent. of the selling price.

A detailed research of 35 national advertisers places their advertising expense at 3 per cent. of total sales. A study of 504 department stores shows prevailing advertising costs in 1929 of from 2.4 per cent. to 3.4 per cent. The record of 1,000 retail stores of all kinds reveals an advertising charge of 1.6 per cent. These group figures check fairly well with the individual cases and further emphasize the extent of error in the public thought concerning the burden of advertising on the consumer.

Sales and Advertising.

Now let us glance at the aggregate figures on both advertising and sales from a national standpoint.

The latest government figures place the annual gross sales of all corporations at 142 billion dollars. Our two billion dollar advertising bill is therefore less than one and a half per cent. of our total sales. It is 1.4 per cent. to be exact.

Now what does this mean in terms of dollars and cents to you and to me when we go into the market to buy something?

How much do we actually pay for the service which advertising renders?

On the average, it means that for every dollar's worth of sales, we pay one and one-half cents for the advertising. It means that for every ten dollars' worth of sales, we pay fifteen cents for advertising. It means that for every one hundred dollars' worth of sales we pay one dollar and fifty cents for the advertising.

Compare this advertising cost of one and one-half per cent. with these other costs—production, travelling, salesmen, jobbers, retailers, warehouses and transportation, not to mention the cost of delivery from the store to our homes, which item alone makes the advertising cost look insignificant.

People who have entertained wrong impressions about the cost of advertising have left out of their calculations a most important item. And that is, that while the total advertising expense has, during the last decade, been increasing by nearly 200 per cent., the gross sales receipts have shown an increase of over 300 per cent.

Who actually pays the bill for America's advertising still remains in doubt.

The advertiser apparently does not pay it out of his profits, and it doesn't seem to come out of the pocket of the consumer.

There is no black magic about it—only a marvellous economic paradox by which you reverse one of the oldest of adages, making it possible for you to "have your cake and eat it too."

The correct answer appears to be: That advertising pays its own bill by stimulating consumption and speeding up production, thereby creating enough additional wealth to pay the bill many times over. In these days of business timidity, advertising is the Moses to lead us out of the wilderness of fear. We have plenty of production. What we need is consumption, and one of the greatest urges to consumption is advertising.

**BRITISH NAVAL
DECISION.****"WASHINGTON" TYPE
CRUISERS.****NO MORE TO BE BUILT.**

A decision of considerable importance in its bearing on our future naval policy has, I understand, been reached by the Admiralty, writes Mr. H. O. Bywater in the Daily Telegraph.

It concerns the so-called "Washington Treaty" type of cruiser, of 10,000 tons and an armament of six guns.

Up to now we have built thirteen of these ships, including two Australian units, and the London Treaty precludes us from building any more for the time being. But, irrespective of Treaty obligations, no further 10,000-ton cruisers will be constructed for the British Navy.

They constitute a hybrid type born of political expediency, and the type has been tried and found wanting. It has therefore been condemned by the highest naval opinion.

The 10,000-ton Treaty cruiser is a box of machinery. It presents a huge area of target to which only the scantiest protection can be given, and so crowded in the hull with engines, boilers, and magazines that a projectile hitting almost anywhere might produce catastrophic results. The six guns are in turrets easily penetrable by small-calibre shell, while the ammunition hoists, and even the magazines themselves, are exposed to direct hits.

In a word, these ships reproduce on an exaggerated scale all the defects of our early battle-cruisers, three of which blew up with practically all hands at the Battle of Jutland under the fire of enemy ships more lightly armed than themselves.

High Running Cost.

Each of our Treaty cruisers has cost £2,000,000 to build, and they are very expensive to maintain. Although capable of short runs at very high speed, they have a limited radius of action, and when running at anything over moderate speeds they are voracious oil burners. A complement of 635 officers and ratings is needed to man them. The size of the crew furnishes a strong argument against the building of ships which, according to the almost unanimous opinion of experts, would have very little chance of surviving a hotly-contested action.

Although the six guns are on high-elevation mountings which give them great range the six gun itself is not believed to be reliable for accurate shooting above 16,000 yards. It discharges a 250lb. shell which has remarkable armour-piercing and explosive properties, but since all foreign cruisers of the Treaty type mount similar guns our ships enjoy no advantage in this respect.

Too Vulnerable.

No less an authority than Sir William J. Berry, the late Director of Naval Construction, who designed most of our Treaty cruisers, has stated publicly that a well-placed salvo of six shells would place any one of these ships out of action. Another well-known constructor has admitted that they have no adequate protection against torpedoes and mines. Consequently, their fighting value is much below the standard indicated by their tonnage, armament, and cost.

For several years past the Naval Staff has been reviewing cruiser designs with a view to determining the type best suited to British naval requirements. This may prove to be the Leander class, six of which are building and projected. They are ships of 7,000 tons, armed with eight six-inch guns, and will be considerably faster than the Treaty type.

Under the 1931 Navy Estimates yet another type of cruiser is to be built, displacing only 5,000 tons. This is apparently an experimental ship, designed for the dual rôle of service with the battle fleet and guardian of the trade routes.

£20,000,000 Invested.

It is an encouraging sign that the Admiralty has at last broken away from the artificial standards of ship design established by the Washington Treaty and is now seeking to build ships specially adapted to the naval needs of the Empire. Although there is, of course, no question of scrapping our 10,000-ton cruisers, the type as such is dead so far as the British Navy is concerned. That we should have invested nearly £20,000,000 in the building of ships of exceedingly problematic fighting value is a fact as unfortunate as it is irrevocable.

**ECZEMA ON HANDS
FOR 4 YEARS**

In Wet Eruptions. Scaled Over. Cuticura Healed.

"I had eczema on my hands for four years. It broke out on one of my wrists in wet eruptions and then dried up and scaled over. After a while the scales peeled off and the original eruptions were still there. It was very irritating and I could not help scratching. Shortly after my other hand broke out. I was ashamed to go anywhere where I had to take my gloves off."

"I sent for a free sample of Cuticura Soap and Ointment and purchased more and in two months I was completely healed." (Signed) Miss F. Crossland, 154, Bellingham St., Heston, Newcastle-on-Tyne, Northumberland, Eng., April 4, 1930.

Use Cuticura to clear your skin. Sample each Soap, Ointment and Telcum free upon request, from Daylee, Price & Company, Ltd., P.O. Box 659, Shanghai.

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**COME TO
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Or see the new Cuticura Soap and Ointment 126 HOURS OF SUNSHINE Average for past 5 years.

THIS Resort is much favoured by Retired Anglo-Indians and Colonials. Golf, Hunting, Pleasant Society, Good Shops, Pier, Pavilion and Daily Orchestra, Concerts, etc. Exceptional Educational facilities. Illustrated Guide and Full Information Free from TOWN CLERK, No. 10, MUNICIPAL OFFICES, WORTHING.

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CITY HALL.**

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and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

CUNARD LINER'S GARAGE.**THREE TIMES USUAL SPACE
IN NEW SHIP.**

The world's largest floating garage is to be a feature of the giant Cunard liner now being built at Messrs. John Brown and Co's shipyard at Clydebank, near Glasgow.

A car accommodation expert is to advise those responsible for the design and construction of baggage and general freight compartments. It is intended to triplicate the space usually allotted to cars.

At present even the largest Atlantic liners have room for only about a dozen cars and in the height of the season their cars hold are always full.

The new liner is to have special accommodation for chauffeurs. A mess will be provided for them, and a special rate charged for their berths.

The transport and debarkation of cars is now highly organised at all our leading ports. An official of the R.A.C. told me yesterday that cars can be unloaded at any Southampton Docks, and be cleared of Customs and all other formalities at the rate of one in eight minutes.

It is anticipated that the new vessel will also have accommodation for aeroplanes.

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THE Undersigned have received Instructions

To Sell BY

PUBLIC AUCTION

ON

TUESDAY, APRIL 14,

COMMENCING AT 11 A.M.

At Their Sales Room,
4, DUDDELL STREET,1 BALE OLD NEWSPAPER
8 CASES SANDALWOOD SOAP
75 PICES ALUMINIUM PANS
806 BOXES STAPLES
1 DOZEN RACET BRACES
10 BARRELS ROCK SALT
2 CASES SUJI MUJI—
CLEANING POWDER
35 CASES BOLTS AND NUTS

Also

A QUANTITY OF
SUNDRY HOUSEHOLD
FURNITUREA LOT OF PERFUMERY AND
MISCELLANEOUS GOODS.

TERMS—CASH ON DELIVERY.

**LAMBERT BROS.,
AUCTIONEERS.****PUBLIC AUCTION.**

THE Undersigned have received Instructions from

Mr. JOHN S. SMITH,
the Proprietor of the
STATION HOTEL,

To Sell BY

PUBLIC AUCTION

ON

THURSDAY, FRIDAY

AND SATURDAY,

THE 23RD, 24TH AND 25TH**APRIL, 1931.**

COMMENCING EACH DAY AT

10.30 A.M.

AT

STATION HOTEL,Nos. 65 AND 67, NATHAN ROAD,
KOWLOONA QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE

Comprising—

Teak Hatstand, Chesterfield Couch and Chairs, Large Armchairs, Bookcases, Side Boards, Folding Screens, Long Mirrors, Pictures, Clocks, Brass Fenders, Brass Ware, Ornaments, Carpets, Rugs, Curtains, Flower Stands, etc., etc.

Teak Dining Tables, Round and Square Tables, Dining Chairs, Teak Sideboards, Dinner Waggon, Ice Chests, Filters, Dinner Crockery, Glass Ware, E. P. Cutlery, Table and Ceiling Fans, etc., etc.

Teak and Iron Bedsteads, Teak Double and Single Wardrobes, with Bevelled Mirror Doors, Mantle Pieces, Dressing Tables, Marble Top Washstands, Chest of Drawers, Desks, Rattan Ware, Linen and Baskets, etc., etc.

Electric Lights and Fittings, Porcelain Wash Basins, Shanghai Baths, Cooking Stove, Gas Stove, Water Tanks, Plants and Ferns in Pots, etc., etc., etc.

Also

**CHUBBS SAFE
PIANO by MOUTRIE**

and

A QUANTITY OF
BLACKWOOD WARE.

TERMS—CASH ON DELIVERY.

On View from TUESDAY, the
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AUCTIONEERS.****CLASSIFIED ADVERTISEMENTS****PREMISES TO LET.**

ATTRACTIVE Three and Four Roomed FLATS in HUMP HREYS and CARNARVON BUILDINGS, KOWLOON. All Modern Conveniences. Also Six Roomed HOUSE in MINDEN AVENUE. Apply HUMP HREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDING. [543]

TO LET—PRINCE EDWARD ROAD, KOWLOON. 4 Roomed FLAT with All Modern Conveniences and Garage. Apply to: ORBIT FONOIEN, D'EXTREME-ORIENT, 4th floor, FRENCH BANK BUILDING. [489]

TO LET.—GROUND FLOOR, No. 84, DES VOISIES ROAD, CENTRAL. Recently in the Occupation of the NETHERLANDS INDIA COMMERCE BANK, can be divided to suit Tenants' Requirements. Apply to: DAVID SASSOON & Co., Ltd. [10308]

TO LET—New European FLATS with Flush and all Modern Conveniences, WINGLOOK BUILDINGS, Opposite STAR THEATRE, KOWLOON, and FUNG FAI TERRACE, VILLAGE, ROAD HAPPY VALLEY. Modern Rental. Apply to THE WING ON CO., LTD. [587]

PREMISES WANTED.

ON CHEUNG CHAU ISLAND—Furnished HOUSE or BUNGALOW for Three Months as from 1st JUNE. Kindly state particulars to Box 772, c/o Hong Kong Daily Press. [772]

FOR SALE.

HOUSE FOR SALE—GERARDS GROOS, BUCKS, ENGLAND. 30 Minutes Train from London. 1 Mile Station. Accommodation—Lounge Hall, 2 Reception Rooms, Study, 6 Bedrooms, Dressing Room, 3 Bath Rooms, Kitchen, Fitted all Modern Conveniences, Maid's Sitting Room, Garage and Chauffeur's Room Over. Well laid out Garden—in all One Acre. Central Heating, Electric Light and Gas. Most Suitable for Anyone retiring from Far East, wishing to be near London. Further particulars, apply—G. G. WOOD, LONDON & OAKES, HONG KONG, or A. E. G. WHITE GABLES, GERARDS GROOS, BUCKS. [563]

MISCELLANEOUS.

UNION CHURCH, KENNEDY ROAD. SPRING JUMBLE SALE. FRIDAY, MAY 7th. Contributions of Clothing, etc. Gratefully received at the CHURCH HALL on WEDNESDAY and SATURDAY MORNINGS. [771]

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

SITUATIONS VACANT.
HOUSES AND APARTMENTS WANTED.HOUSES AND APARTMENTS TO BE LET.
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Address—The ADVERTISEMENT MANAGER, "Hongkong Daily Press,"
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CENTRAL
THEATRESHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.A 1931 PARAMOUNT
SUPER-PRODUCTIONMARLENE
DIETRICHThe new screen beauty
whose resemblance
to GRETA GARBO is
the rage of two
continents

In

He buried himself
alive in the Foreign
Legion to forget women
like her!She Gives
Love a Start-
ling Signifi-
cance!

NEXT CHANGE

The laugh that turns
Scandal to Praise, and
Love. The Talking
Screen's newest and most
daring story of a woman's
will pitted against men's
intrigues.
You loved her in "Ma-
dame X"—now thrill to
the brilliant acting ofRuth
ChattertonTHE
LAUGHING
LADY
A Paramount PictureBooking at Anderson's and
the Theatre (Tel. 25720).TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.R.W. ON
355 METRES.11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Weather report, local time,
etc.2 p.m.—Close down.
6 to 8 p.m.—European programme
of Victor records supplied by
Messrs. Tsang Fook Piano Co.
8 to 8.30 p.m.—

Instrumental.

"Oh Vermland, Thou Lovely."—
Victor String Ensemble."The Music Box."—Victor Wood-
wind Ensemble.—1923.Pianoforte Solo—"Etude in D
Flat" (Liszt)—Harold Bauer.Pianoforte Solo—"In the Night"
(Schumann)—Harold Bauer.—
1928.Violin Solo—"La Route Des
Laitins" (Dances of the Goh-
lins) (A. Bazzini)—Jascha Hei-
tetz.Violin Solo—"Scherzo—Taran-
telle" (Henri Wieniawski)—
Jascha Heitetz.—1930.Pianoforte Solo—"On the Banks
of the Danube" (J. Kurucz)—
John Kurucz.—V12.Violin Solo—"Rondino" (Kreis-
ler)—Fritz Kreisler.Violin Solo—"Fair Rosemary"
(Kreisler)—Fritz Kreisler.—
1396.7 p.m.—Stock quotations.
8.30 to 7.17 p.m.—

Humorous Numbers.

Orchestral—"Dance of the Toy
Regiment."—Victor Salon Orch.Orchestral—"Warblings at Eve."—
Victor Salon Orch.—1930.Vocal Duet—"Hoosier Hop."—
The Duncan Sisters.Vocal Duet—"I'm Following
You!"—The Duncan Sisters.—
22208.Song—"You and My Old Guit-
tar."—Jimmie Rodgers.Song—"My Little Lady."—Jim-
mie Rodgers.—V40072.Pianoforte Solo—"Just for To-
night."—John Kurucz.Pianoforte Solo—"A Little Kiss
Each Morning."—John Kurucz.—
V2.Song—"To Whom It May Con-
cern."—Johnny Melvin.Song—"Yours and Mine."—
Johnny Melvin.—22004.7.17 to 7.41 p.m.—"Quartet in A
Minor" (Schumann)—Flonazley
Quartette.—M61.7.41 to 8 p.m.—"Songs of the
Past," sung by the Victor
Mixed Chorus.—33925 and
33972.8 p.m.—Weather report, local time,
etc.8.05 to 11.30 p.m.—Ko Shing Thea-
tre relay.

11.30 p.m.—Close down.

POLITICAL CRISIS IN
ROUMANIA.LAST ATTEMPT TO SAVE
COUNTRY FROM
DICTATORSHIP.

Bucharest, April 7.—A last at-
tempt to save Roumania from a
Dictatorship will be made by the
Roumanian Minister to London, M.
Titulescu, who arrived in the
capital this afternoon, having ac-
cepted the commission to form a
Cabinet in succession to the Miron-
escu government which resigned last
week in consequence of its inability
to bring relief to the suffering
agricultural population. M. Titules-
cu was given an exceptionally
cordial reception when he arrived
at the railway station. He imme-
diately drove to the royal palace
where he had a long conference with
King Carol, at the end of which
he announced his intention to form
a Cabinet of concentration, com-
prising all parties, as he believed
that this was the only way to save
the country from the present grave
economic crisis and the slough of
despond into which it had been
allowed to drift.

If the new Premier succeeds in
forming such a Cabinet, Parliament
will probably dissolve with conse-
quent early general elections. If,
however, he fails, the only way out
of the present difficult situation is,
as many believe, the abrogation of
Parliament and the establishment
of a Dictatorship.

CYCLING IN FRANCE.

Roubaix, April 5.—Henry, a Bel-
gian, to-day won the cycling race
from Paris to Roubaix, covering
255 kilometres in 7 hour 1 min, and
beating the record for this event.
Charles Pelissier, a Frenchman,
was second.

KING'S THEATRE
HONGKONG'S FINEST CINEMAA MUSICAL SLICE OF
COUNTRY-GOLF LIFE!
GLORIOUS IN TECHNICOLOR,
CHUCKFUL OF LAUGHS AND
LOVE!

FINAL SHOWING

At 2.30, 5.10, 7.15 & 9.30

PRICES Including Tax.

Loge Seats ... \$2.20

Dress Circle ... \$1.70

Back Stalls ... \$1.10

Front Stalls50

Booking at the Theatre Only.

Phones: 25313, 25330.

NEXT ATTRACTION

THE MARY BROTHERS
IN
"ANIMAL CRACKERS"
PARAMOUNT'S LAUGHTER PIECECULTURE OVER THE
RADIO.\$100,000,000 PLAN OF MR.
ROCKEFELLER.CINEMA AND JAZZ TO BE
COUNTERACTED.

New York, April 6.—An influ-
ential group of distinguished persons,
acting on the behalf of Mr. John D.
Rockefeller, Jr., announced to-night
that it will spend \$100,000,000 in
an attempt to "bring culture to
America by means of radio broad-
cast programmes."

Dr. Levering Tyson of Columbia
University, New York, is the execu-
tive head of the enterprise.

Using Mr. Rockefeller's money,
the group will attempt to give cul-
ture to Americans by broadcasting
carefully selected music. Lectures
will be radiocast. Those seeking
to inject culture into the American
citizen will attempt to compete
with jazz, crooning, Amos's Andy
and the countless other frivolities
caught by radio receivers.

Effects of the cinema and other
popular forms of amusement are to
be offset by the new culture-over-
the-radio. If Mr. Rockefeller's
money is not to be spent in vain.

Further announcements as to the
exact programme to be followed in
cultivating America's culture are to
be made soon by Dr. Tyson. As
yet the names of those who will
give culture to America as
musicians, lecturers, dramatists,
book reviewers, art critics and
historians have not been revealed.

Newspaper reporters are plan-
ning to ask Dr. Tyson how he will
prevent the radio listener from
tuning out a Brahms recital in
favour of jazz from a roof garden
or how he will make a lecture on
early Assyrian pottery compete
with the apostles of "whoopie."

But, it is pointed out by an ap-
parently representative number of
unemployed, a lot can be done with
\$100,000,000, even for culture.

GANGSTERS TO PAY
INCOME TAX.U.S. AUTHORITIES START
COLLECTION DRIVE.

New York, April 4.—Agencies of
the federal government to-day be-
gan an income tax collection drive
against gangsters, bootleggers and
other denizens of the underworld
who are believed to be withholding
statements showing their earnings.

Through their drive against the
gangsters and bootleggers the fed-
eral agents hope to collect no less
than \$10,000,000 in delinquent in-
come taxes.

In the offensive against those who
are concealing returns on their in-
comes the federal agents will issue
blank subpoenas calling for bank
and brokerage accounts of boot-
leggers and gangsters.

By calling for the bank state-
ments of those suspected of con-
cealing their incomes, the govern-
ment hopes to be able to detect dis-
crepancies between actual incomes
and the income tax returns which
have been filed.

QUEEN MARIE IN
ACCIDENT.ROYAL CAR COLLIDES IN
BELGRADE STREET.

Belgrade, April 8.—Shoppers in a
busy street in the centre of the city
were startled to-day by a collision
between two cars which was fol-
lowed by a loud report a burst tyre.

They were even more startled
when they saw that Queen Marie of
Yugoslavia herself was driving the
car whose tyre had burst. The
damage, however, was only slight,
one of the wings of the Royal car
being buckled.

The Queen sat in her car while
repairs were effected and then con-
tinued driving.

PRELIMINARY NOTICE.

THE HONG KONG FILM DISTRIBUTION COMPANY
having through their LONDON AGENTS concluded Arrangements
with the following Producers of British Pictures:—

GAINSBOROUGH PICTURES (1928) LIMITED.

THE GAUMONT COMPANY, LIMITED.

JULIUS HAGEN AND HENRY EDWARDS.

BRITISH AND DOMINION FILM

CORPORATION, LIMITED.

Takes pleasure in announcing the Early Release in Hong Kong of
the following Recent Successes:—

ROOKERY NOOK

HOUSE OF THE ARROW

SPLINTERS

LORD RICHARD IN THE PANTRY

PLUNDER

BED AND BREAKFAST

A WARM CORNER

ETC., ETC.

Enquiries for Terms, etc., should be addressed to Box No. 602,
c/o HONG KONG DAILY PRESS, LTD.

THE SILVER SCREEN.

QUEEN'S THEATRE.

"REMOTE CONTROL."

Born in Staunton, Va.; attended
Staunton Military Academy; first
job in munitions factory; quit this
for job in New York bond house.
Got start on screen by winning con-
test for new faces; first film "Three
Wise Folks" with Eleanor Board-
man, feminine winner of contest;
Individual "wise-cracking" per-
sonality first recognized in "Brown
of Harvard"; starred as result of
overwhelming popularity in "Toll
It to the Marines" and "Slide,
Kelly, Slide"; "Alas Jimmy
Valentine" proved voice was O.K.
for talkies; "Navy Blues" his first
all-talker. Last two films were
"The Girl Said No" and "Way
Out West." Current release, "Re-
mote Control," adapted from New
York stage hit; is six feet tall; has
dark hair and eyes; unmarried.
That, in short, is the life history
of William Haines, who is featured
in "Remote Control" now show-
ing at the Queen's Theatre.

"STRICTLY UNCONVEN-
TIONAL."

The score stands five to two for
Great Britain against America in
the east of the clover Somerset
Maughan native on marriage.
"Strictly Unconventional" which
Metro-Goldwyn-Mayer is showing
at the Queen's Theatre on Thurs-
day. The group of players are prob-
ably more predominantly British
than any similar collection ever to
appear in an American picture.
Paul Cavanagh is from Chichester,
and Tyrrell Davis from Surlingham.
Ernest Torrence hails from Edin-
burgh; Alison Skipworth and Mary
Forbes from London.

Lewis Stone and Catherine Dale
Owen are the solo American de-
fenders. Stone's birthplace was
Worcester, Mass., while the beau-
tiful blonde Miss Owen is the daugh-
ter of an executive of the Liggett-
Mayers Tobacco Company, and the
family home is Louisville, Ken-
tucky.

"WHOOPEE."

To be the most beautiful blonde
in Hollywood is a good deal of a
distinction in a town where blondes
are as common as blue eyes, and
they are scarce and homely in less
fortunate places. Yet that is the
title bestowed by Henry Clive on
Muriel Finley, glorified Ziegfeld
show-girl, in "Whoopie," the
Samuel Goldwyn-Florenz Ziegfeld
musical sensation, starring Eddie
Cantor, which comes to the Queen's
Theatre on Sunday.

Clive selected Miss Finley after
a six months' search through Hol-
lywood which he took to be the place
where beauty was least and most
abundant. Immediately he chose
her, Florenz Ziegfeld gave her a
contract to appear in the stage
version of "Whoopie," then run-
ning at the New Amsterdam Theatre
in New York.

SINGAPORE MAN'S BIG
CATCH.LANDS 514 POUND MAKO OFF
NEW ZEALAND.

While fishing to-day at Otehei
Bay, Crapukapuka Island, New
Zealand, Mr. G. B. Anderson, of
Singapore, landed a 514-pound
mako after a struggle lasting one
hour and 45 minutes.

Mr. C. Stewart, also of Singa-
pore, has been fishing there for over
a month, and Mr. Anderson, hear-
ing he was here, came up from
Auckland to spend a few days with
him.

When Mr. Anderson made his big
catch he was fishing from Mr.
Stewart's launch, the Otehei, and
about 5.20 p.m. the dorsal fin of a
shark was seen a short distance
from the N.W. corner of Piercy
Island, (Cape Brett). Casting the
bait over the side of the launch the
angler had only a few seconds to
wait, the mako dove, swallowed the
bait and off went the line at
lightning speed.

Mr. Anderson donned the harness
at once and was soon sitting down
in the swivelled chair having a
hard tussle with the monster. Mr.
Anderson not having had any ex-
perience with deep sea monsters be-
fore fought his prize gamely but at
times it looked as though the mako
would get the better of the angler.

By constantly jumping the fish
it was eventually brought alongside
to be dealt with in accordance with
the rules of the club.

The launch was towed many miles
out to sea during the terrific strug-
gle. It was found impossible to
haul the monster aboard and it had
to be towed to the Deep Sea
Angler's headquarters at Otehei
Bay.

There was much rejoicing in camp
when it was found that the mako
turned the scales at no fewer than
514 pounds. Mr. Anderson has
made arrangements for the jaw of
the fish to be mounted and it will
be shipped to Singapore.

MOVIELAND
FEATURES
FOR
THE WEEK

QUEEN'S

TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.Broadway
Gasped At It!—It's now a
talkie of
a million
laughs and
thrills!Something new! Takes
place in a radio broad-
casting station! It's
great!He
Broadcasts
Laughs and
Thrills and
Romance!WILLIAM
HAINES
Remote
Control
with CHARLES KING
MARY DORAN
JOHN MILJAN
POLLY MORAN
J. O. NUGENTAdded Attraction
BENNY RUBIN
in
"The GENERAL"
A COLOUR-TONE REVUE

NEXT CHANGE

WHAT about LOVE?

Strictly
Uncon-
ventionalHERE is the
talking
drama of thou-
sands of men
and women who defy
convention for love!Somerset Maughan's
play, "The Circle," that
ran two years, is now a
picture the whole world's
gasping at!with
LEWIS STONE
PAUL CAVANAGH
CATHERINE DALE OWEN
ERNEST TORRENCE

A RAINCOAT WHICH SETS A NEW STANDARD IN LIGHT WEIGHT COATS



Made of a highly mercerised Cotton, Poplin which has been thoroughly proofed by a special process, and being lined with the same material affords double protection.

Well tailored and cut on generous lines giving perfect comfort in wear. Has button to neck collar and through vertical pockets.

\$69.50 Less 10% cash discount

Rubber Waterproofs
from \$28.50.

Mackintosh's

"Great Stuff — that Sanatogen" — my doctor said.



Strengthen your Nerves & Body with Sanatogen

"My doctor recommended me Sanatogen ('great stuff that Sanatogen,' he said). The change in three weeks is such that I cannot thank you enough. My courage and energy are restored, I can eat anything I like, and my zest for life has

come back in a way that has positively amazed me," writes Mr. E. C. GIDDY, London.

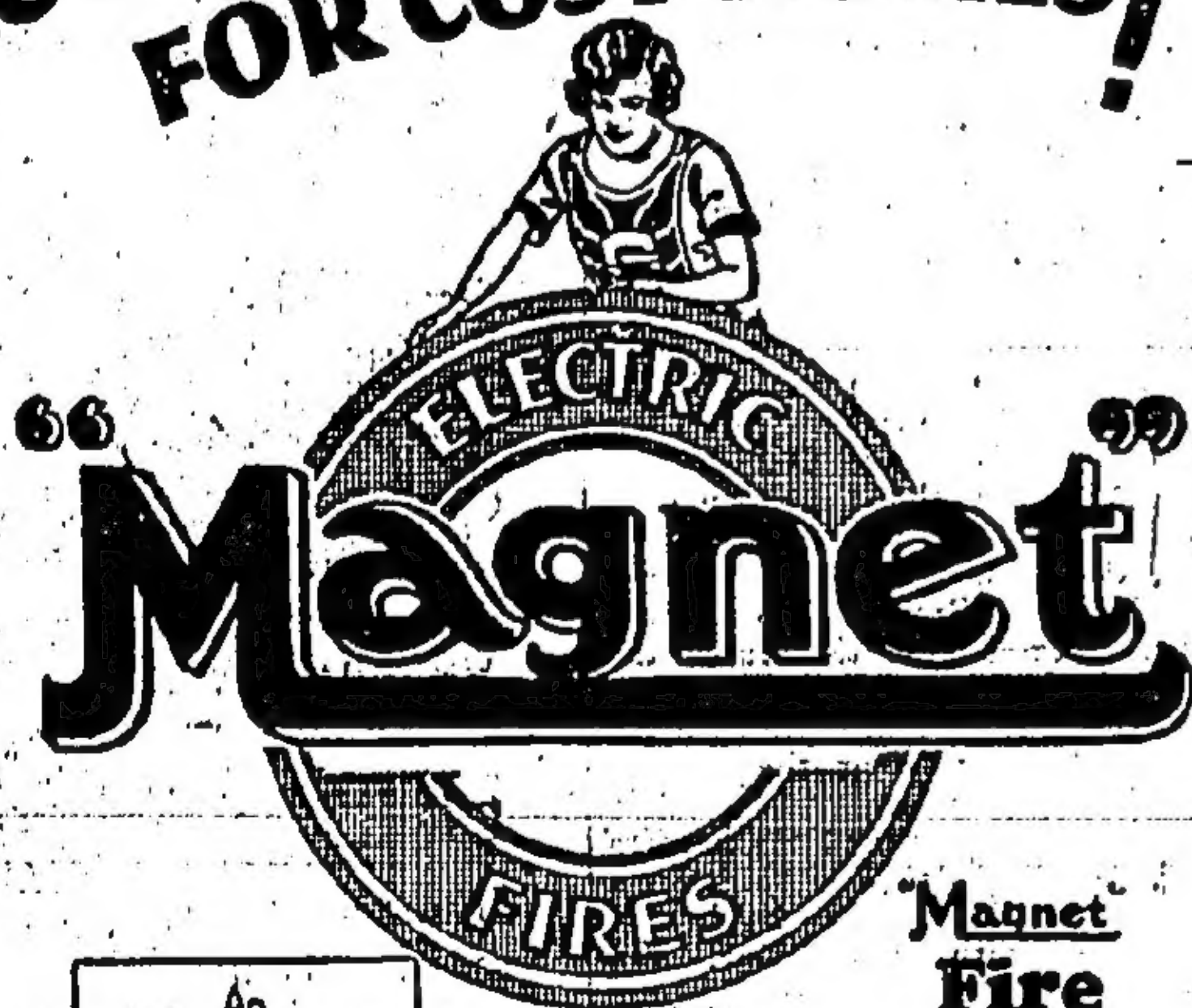
Start a course of Sanatogen to-day and notice its invigorating influence on your whole system.

SANATOGEN

The True Tonic-Food
At all Chemists and Stores.

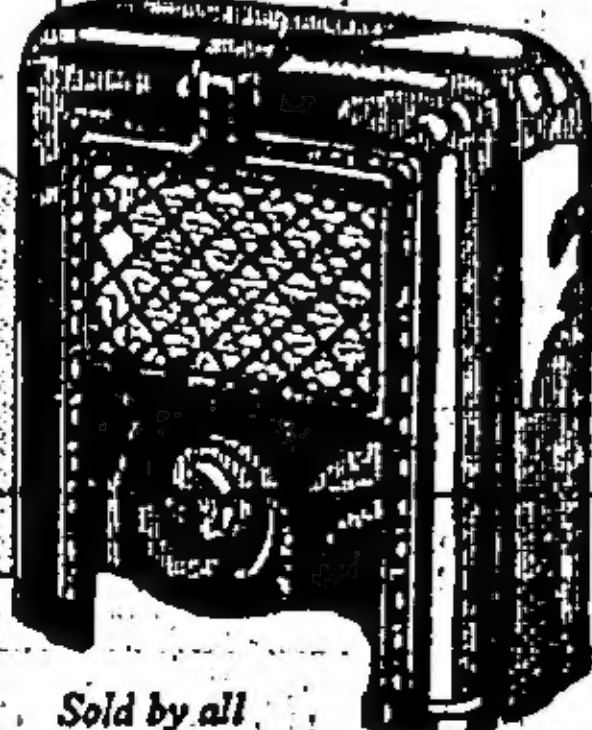
EVERYTHING **S.E.C.** ELECTRICAL

COSIER FIRES FOR COSY HOMES!



An example from the complete range of "Magnet" Household Electric Appliances:
Irons, Kettles, Toasters, Cleaners, Fans, Fires, Washing Machines, Cookers, Grinders, Appliances for the Toilet, etc.

Current consumption 1 or 1½ units an hour. Finished in brown, blue, green, grey or white vitreous enamel.



MADE IN ENGLAND
by
THE GENERAL ELECTRIC CO. LTD.

Sold by all leading Electrical Dealers, Stores, etc.

CHINA TRADE POSITION REVIEWED.

ANNUAL MEETING OF SHANGHAI-BRITISH CHAMBER OF COMMERCE.

ADVERSE EFFECTS OF CURRENCY INSTABILITY.

A comprehensive survey of past and present conditions in China was given in the annual address of the Chairman (Mr. R. Calder Marshall) at the meeting of the British Chamber of Commerce held at the Shanghai Club last week.

The serious economic menace represented by the activities of bandit and Communist hordes was, he said, affecting the trade and industry of the whole country. China had suffered during the past year with the rest of the world from acute trade depression, a condition which had been aggravated by the reduced value of silver.

Referring to China's unpaid railway debts, it appeared to him that it was a primary duty on the part of the Government to meet its just obligations before allocating sums to other non-productive services.

On the subject of extraterritoriality, he voiced the opinion of the Chamber that rendition was not feasible until China was in a position to assure effective protection to British subjects resident within her borders.

THE QUESTION OF EXTRALITY.

Mr. Calder Marshall said:—

During 1930 trade, commerce and industry were seriously affected by the civil war in the North, the prevalence of banditry and communism in many parts of China, depreciated silver, and the world depression in trade.

The civil war, which resulted from the revolt of Marshal Feng Yu Hsiang and Yen Hsi Shian and which was probably the most serious of all the civil wars of recent years, is now happily over.

The close co-operation and alliance which now appear to exist between Marshals Chiang Kai Shek and Chang Hsueh Liang should provide the best security for peace North of the Yangtze.

If further civil strife can be avoided, the country recently devastated by war will have a chance to recover and the troops which during the internecine conflict were of necessity concentrated on the Northern front will be available to combat the bandit and communist armies which are now seriously menacing the economic life of large sections of the country.

Cure for Communism.

Though armies and punitive expeditions are necessary to oppose the bandit and Communist forces, the only real cure for the Communist menace lies in the improvement of local conditions, the maintenance of peace and the establishment of good government. The mere defeat of bandit and Communist armies will avail little if the conditions which led to their formation are not remedied.

The seriousness of the problem lies not only in its effect on the trade and industry of the districts affected at the present time but in its demoralizing influence upon the trade and industry of the whole country.

The Government is now putting forth every effort to crush banditry and communism and it is hoped that their efforts will be successful, but, as has been said, unless good government is established at the same time, the results cannot be permanent.

A People's Conference has been called by the National Government to meet in May. To a large extent the future depends upon the outcome of this Conference and on the maintenance of the present friendly relations between Nanking and Mukden.

Silver.

During the past year, practically the whole world has been suffering from acute trade depression. China has been no exception. The conditions of unrest brought about by the civil war naturally affected both the import and the export trades but the heavy depreciation in the value of silver has had a far more disastrous effect on trade and commerce, preventing normal import and stopping the development of industry on account of the high silver cost of the requisite plant. Exports which should normally have profited by the low exchange also suffered on account of the restricted home markets and violent fluctuations in silver.

Though it is realized that any improvement in the value of silver brought about by artificial means can be but temporary and that the value of silver must ultimately depend upon the law of supply and demand it is nevertheless felt that in view of the serious depression in trade in all countries and the reduced purchasing power of the Eastern countries which accentuates such depression and consequent unemployment, international action to stabilize silver would be fully justified. Having this in mind your Committee advised—London should urge that an attempt should be made to secure international action.

This reduced volume of China's trade due to the collapse of silver must inevitably have a serious effect upon her revenue and it is doubtful whether the higher duties now

being levied will be sufficient to compensate for the loss of revenue due to the reduced volume.

Commerce and trade depend upon stability and until there is greater stability in the currency of China than exists at present, trade and commerce must continue to be uncertain, erratic and full of pitfalls.

At the present time with silver at such a low point, it would appear to be undesirable to put the recommendations of the Kemmerer Currency Report into operation, but it is hoped that ere long conditions may so improve that the Nanking Government may be able to stabilize its currency. The difficulties to be surmounted would be great, but the ultimate benefit that would result to the country at large and to its foreign trade through having a stable unit of exchange would amply repay any temporary inconvenience during the transition period.

Changing Conditions.

To meet the changing conditions in China it seems evident that trading methods must undergo corresponding changes. This will necessitate much closer co-operation between producer and distributor than has hitherto existed.

The visits of the British Economic Mission, the Canadian Mission and missions from other countries have focused attention upon the development taking place in industry the extent of which is not generally realized.

Though the low exchange is helping those industries already established, it is temporarily preventing further extensive development on account of the high silver cost of plant, but there is no doubt that in the near future, provided reasonable security is maintained, there will be considerable development of industry on modern lines.

Though as a result of this expansion there will be changes in the commodities imported the volume of trade should tend to increase rather than decrease as the people secure profitable employment and their spending capacity improves.

Industrial development is also encouraged to some small degree by the protection afforded by the increased duties provided in the new import tariff which came into effect on January 1, 1931. The wool schedule was immediately seen to be too high in some instances and this has now been adjusted in a way that is satisfactory to all concerned. Though in some classifications the increases seem unduly heavy there can be really very little cause for complaint considering the aims of the Government which are:—

- (1) To reduce duties on materials essential to industrial development.
- (2) To reduce competition of foreign goods with certain goods of domestic manufacture.
- (3) To obtain revenue to compensate for Customs duties and other taxes, either reduced or repealed.

It is understood that the revised export tariff, the main intention of which is to reduce specific duties so that they will yield an effective 7½ per cent., will not become operative at present. The Minister of Finance has stated that due and ample notice will be given before the revised tariff is made effective, so that exporters will not suffer loss through increase in export duty after sales have been made and before shipment can be effected.

Another important alteration in connection with the Customs is the abolition of the system of goods can remain in bond for one year after which time duty must be paid or goods can be re-exported from bond, but duty having once been paid, will not be returned. The main difficulties of the new system arise in connection with bunker coal, but it is understood that arrangements are now being made to facilitate the bonding of coal; it is feared that the bunkering of ships proceeding to foreign ports.

(Continued on next column.)

HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

Police Training School.

The weekly classes for Police Reserve at the Police Training School, Kowloon, will be held as usual to-day at 5.30 p.m. All members of the Chinese Company and of the Flying Squad who have not yet passed Part 2 of Training Course should attend.

Chinese Company.

Practice Parade.—A practice parade for Non I.G.P.'s inspection will take place at the Central Police Station on Thursday, April 23 at 5.30 p.m. All members must attend. Dress—Winter uniform, belts without frogs and cap with white cover.

Probationers.—The following probationers are specially required to attend the Police Training School, and Squad Drill at the Central Police Station on Tuesdays and Thursdays respectively: R09 Frank Chew, R74 H. K. Kwai Hung, R51 Lam Man Kit, R89 Luk Kang Cheung, R03 Pong Kwok Tin, R6 Tai Long Han, R08 Edward E. Tip, R64 Silver Fong and R81 Kwok Shui Cheong.

Squad Drill.—All recruits of the Chinese Company will attend Central Police Station for Squad Drill on Thursday, April 16 at 5.30 p.m. under L.S.R.43 Tso Chi On.

Flying Squad.

Practice.—A practice parade for Hon. I.G.P.'s inspection will take place at the Central Police Station on Thursday, April 23 at 5.30 p.m. All members must attend. Dress—Winter uniform and cap with white cover.

Squad Drill.—All recruits of the Flying Squad will attend at Central Police Station for Squad Drill on Thursday, April 23 at 5.30 p.m. under L.S.R.233 A. W. Mooney.

Special Duty.—Members who are detailed for special duty at the Races will parade at Central Police Station on Saturday, April 18, at 12.30 hours.

The weekly instructional patrol of the Kowloon Section will take place to-day. Fall in at the Tsim-tai-tai Fire Brigade Station at 5.30 p.m. sharp. Dress—Winter uniform and cap with white cover.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, April 17. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress—Winter uniform and cap with white cover.

Sharpshooters' Company.

Strength.—Constable R434 Leon Cotover has been taken on the strength of the Sharpshooters Company as from April 1.

Riot Drill.—Riot Drill will be carried out on Kennedy Road tomorrow, at 5.15 p.m. Members will fall in outside Queen's Pier at 5.10 p.m. with revolvers, belts, holsters and truncheons. Uniform optional.

Miniature Range Practice.—The Company Rifle Club will hold its usual weekly practice on the Miniature Range on Thursday at 5.15 p.m.

(Sgd.) D. L. KING,
D.S.P. (R.)

"Extrality."

As we all know negotiations for the abolition or modification of the extraterritorial status at present enjoyed by British subjects are now being carried on between H.M. Minister and Dr. C. T. Wang, the Minister of Foreign Affairs for the National Government. Though this Chamber is not and has not been antagonistic to modifications of the extraterritorial clauses of the treaties in so far as such modifications are justified by changed conditions in China, it feels that these safeguards are necessary alike in the interests of Great Britain and China in order that causes of international friction may be avoided.

Trade Depression and Business Morality.

The general depression in trade and the heavy fall in silver has emphasized the remarks made last year regarding the deterioration in the commercial morality of the average Chinese dealer. As was pointed out last year this deterioration is largely due to the ineffectiveness of the District Court and the facility with which dealers can evade their just obligations.

The matter is serious not only to the importers who suffer loss through the unavailability of their buyers and the virtual impossibility of securing redress; but to the better class dealers whose credit and good name is being undermined by those whose word and bond are equally worthless. This is a matter which concerns the judiciary and the reputable Chinese dealers whose good name is at stake.

Having regard to the achievements of the National Government during the past year; the determination and resources shown by the Minister of Finance in face of great difficulties; the abolition of coast trade duties and the efforts being made to crush banditry and communism and the probability of peace being maintained in the North, it is felt that there is justification for taking an optimistic view of the future notwithstanding the present world trade depression. —North-China Daily News.

"AUSTRALIA..."
by N.Y.K.

Bigger, better and cheaper now, to lands of romantic opportunity.

Reduced 1st and 2nd Class fares. Greatly reduced round-trips. 3 larger and better ships:

"KAMO MARU"
"ATSUTA MARU"
"KITANO MARU"

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CANTON-KOWLOON
RAILWAY.IMPROVEMENTS PLANNED
AND FASTER SERVICE.

[FROM OUR OWN CORRESPONDENT.]

CANTON, April 13.
In order to meet the requirements of the travelling public, the Canton-Kowloon Railway is planning a series of improvements on the permanent way, all aiming at providing a better and faster service. The three new modern locomotives have arrived in Canton from England. These locomotives cost about \$500,000 Hong Kong currency, or approximately \$200,000 more than it was thought at the time the order was placed with the Hong Kong Government two years ago.

New British Locomotives.

These locomotives, which are a triumph in design and driving power, are of the 4-6-0 type with driving wheels six feet in diameter. The engines are propelled by super-heated steam, and their economical speed is about 30 miles per hour, and are capable of hauling from 11 to 12 coaches. Their coal and water tenders permit of their running from Canton to Kowloon without having to stop for water.

Trials runs are frequently being made with each engine hauling 11 or 12 coaches carrying 800 passengers.

The locomotives can negotiate gradients from 1/150 to 1/100 with ease.

The locomotives are to be paid for in instalments in accordance with the purchasing agreement between the Provincial Government of Kwangtung and the Hong Kong Government.

Excursion Trip.

An entertainment trip to Kowloon and return for local newspaper reporters and other citizens in Canton will be made on Sunday, April 19. This excursion train will leave Canton at 10.30 a.m. for Kowloon and will leave Kowloon the same evening.

It is understood that the Sincere Co. of Hong Kong will arrange for these passengers to visit the shopping centres and other places of interest in the Colony.

Reduced Schedule.

The authorities of the Canton-Kowloon Railway have decided to reduce the time of the express trains from Canton to Kowloon to three hours and 30 minutes from May 1. Through trains will start here early in the morning and will not leave Kowloon until late in the afternoon, so as to allow about five hours to those who desire to do business at either city.

The authorities here also expect to introduce a midday fast through train later if traffic warrants. The fares by this train will be much cheaper than by the express.

Increased Fares.

In order to meet the increased cost in operations brought about largely through the dwindling dollar, the fares will be increased from the 1st of next month. On and after that date the fares from Canton to Kowloon will be as follows:—First class, \$0.80; second class, \$0.40; and third class, \$0.20 (Canton currency). For up-trains the fares will be:—First class, \$1.00; second class, \$0.50; and third class, \$0.25 (Hong Kong currency).

It is the aim of the authorities to make the fares for both ways as nearly equal as possible, and this is the best rate that could be devised, in view of the exchange rates between the two currencies. Considering the speed and convenient schedule the increase cannot be considered great.

Loan from Nanking.

The Ministry of Railways at Nanking has lately promised to advance a loan of \$50,000 for the improvement of the coaching stock of the Canton-Kowloon Railway. Within a year the authorities expect to buy two more new trains, the specification and particulars for which were submitted to the Ministry of Railways for approval today.

New Hardwood Sleepers.

With regard to further improvement for the permanent way, the authorities are planning to replace all the dilapidated sleepers with new ones imported from Australia. Up to date 80,000 sleepers have been replaced with Australian hardwood. The remainder are being replaced at the rate of about 4,000 a month.

BIBLE SOCIETY.

MEETING AT HELENA MAY
INSTITUTE.

A meeting of the British and Foreign Bible Society (Hong Kong Auxiliary) was held yesterday afternoon at the Helena May Institute.

The Right Rev. the Bishop of Victoria presided and introduced the speakers. The meeting opened with a short address by the Bishop and the report and balance sheet for 1930 was adopted.

The following committee for 1931 was elected:—The clergy and ministers of contributing churches, Naval and Military Chaplains serving in Hong Kong, a representative of the Y.M.C.A., three representatives of the Hong Kong and South China Bible Society, lady collectors appointed by the churches; Hon. Treasurer, Dr. J. H. Montgomery and the Hon. Secretary, Rev. Frank Short. Mr. J. L. Macpherson was elected Vice-President.

ALLEGED BRIBERY.

CHINESE CONSTABLE
CHARGED.

A Chinese police officer appeared yesterday before Mr. E. W. Hamilton at the Kowloon Police Court on charges of having entered an opium divan at 103, Yee Kuk Street without authority and demanding 70 cents as a bribe; also with having assaulted the Chinese complainant at 103, Yee Kuk Street on March 30.

Assistant Superintendent Le Hart-Sparrow, outlining the case, stated that complainant was the keeper of an opium divan at 103, Yee Kuk Street. He had been keeping the divan for about two months and had been in the practice of paying the constable 60 cents a week.

The constable sometimes went to the divan in civilian clothes and sometimes in uniform. It was alleged by complainant that at about about 4.30 p.m. on March 30, the constable came and asked him for 70 cents for expenses. The complainant replied that he had given him 60 cents only a week previously, and consequently he would not give 70 cents but was prepared to give 60 cents. He took the money from his pocket and put it on the bed, but the constable did not take it, and instead struck him and a scuffle ensued. The complainant sounded a police whistle, and the constable ran outside and fell on the ground.

An Indian constable, hearing the whistle, came up and arrested the constable and took them to the Police Station.

The Magistrate reserved judgment until to-morrow.

TSINGTAO IN GRIP OF
STORM.SHIPPING HELD IN HARBOUR
BY HURRICANE.

Tsingtao, April 5.—The port of Tsingtao has likewise suffered from the hurricane which raged over the north-eastern shores of Asia during the last two days. Inhabitants woke up yesterday morning to find the city caught by a strong wind which later gained in intensity and swept over this region like a cyclone.

Shipping was tied up and compelled to seek cover from the force of the storm. Ten small vessels were capsized. So great was the damage to the telegraph posts and wires, that communication with the outside world was temporarily paralyzed.

But as suddenly as the storm burst so did it disappear. In place of the dull weather and wind-laden air yesterday, a clear and sunny sky appeared this morning.

Safety from Bandits.

Great attention is also being paid to the maintenance of peace and order along the permanent way, for which village volunteers are subsidized. These volunteers are responsible for any information leading to the arrest of would-be bandits.

Railway Revenue.

That the business of the Railway is in a healthy condition is indicated by the fact that the daily income averages \$7,000 gross, or about 30 per cent. over last year. During the Ching Ming season the business done was about \$8,000 gross a day. Money taken in during the first three months of this year exceeded \$300,000.

CHINESE CHAMBER
DISPUTE.LEGAL ACTION
THREATENED.

The dispute among the members of the Chinese Chamber of Commerce, arising out of the method of electing officials, is attracting much attention and was given much prominence in the vernacular papers yesterday.

It is stated that seventeen prominent members of the Chamber have threatened the body with legal action unless their grievances are met. They demand that an extraordinary meeting of members be called to re-consider the recent election and whether it was conducted according to the rules and regulations of the Club. They also insist that at this meeting, the Election Committee be present so that they might answer any questions which might come up.

Council Retained.

In their letter, the signatories state that they have retained two of the Colony's most prominent barristers and unless a reply is forthcoming, legal action will be instituted.

The Chamber, however, contend that the method of seeking the hundred members for the general committee for 1931 was the same as that adopted in previous years.

It has been said that there has been a certain amount of canvassing for votes in some quarters but the secretary of the Chamber stated that at the election, each of the commercial associations was requested to send two representatives to scrutinize the procedure. If there was any dissatisfaction, the matter should have been brought up then. Further development in the controversy is, however, awaited with considerable interest.

POLICE AND THE
MICROPHONE.

2500 AND ALLEGED MENACES.

Oscar Hull Merrick, aged 53, of West Byfleet, Surrey, and Edwin Stuttle, aged 40, of Rickmansworth, appeared at Marlborough-street Police Court charged with being concerned in demanding 2500 with menace from Mr. C. P. Redway, stock and share dealer, of Clifford-street, W., on February 20.

Prosecuting counsel alleged that after a series of attacks during five years attacking "Mr. Redway in a financial journal controlled by Merrick, an article appeared elsewhere criticising Merrick, who issued a writ for alleged libel.

It was then alleged that Merrick and Stuttle, acting together, demanded 2500, promising to stop further attacks if the action were not defended and the money paid. Mr. Redway called in the police and fitted up a microphone, by means of which Inspector Horwell listened to conversations between Mr. Redway and the two men.

Divisional Detective-Inspector Horwell stated that he overheard the following conversation:

"Mr. Redway—I am not paying any money to you regarding the case. I can defend myself. My worry is these articles.

"One of the men (Merrick and Stuttle)—You can forget it. You will see no more attacks if you pay this money.

"Mr. Redway—Are you going to chuck it?

"One of the men—I tell you honestly, for 2500 I will chuck it."

When arrested Merrick and Stuttle declared that they had come only to discuss law costs.

ATTEMPT TO FREE
PRISONERS.SERIOUS RIOTING BREAKS
OUT AT TARRAGONA.

Madrid, April 4.—Serious anti-moparist rioting broke out at Tarragona when 40 persons sentenced to deportation in connection with last year's rising at Jaca, were being transported to the station.

Under the leadership of Communists and Socialists from Barcelona, the mob attacked the police, cheered for the Republic and hauled down the Spanish flag from public buildings. Aided by soldiers the police finally succeeded in preventing the intended liberation of the prisoners who were safely brought aboard the transport steamer. Only when the steamer had left was order restored.

PRESENTATION BY
K.R.A.TRIBUTE TO REV. J.
HORACE JOHNSTON.KOWLOON'S PROGRESS
REVIEWED.

There was a representative gathering of members of the Kowloon Residents' Association at St. Andrew's Church Hall last night when the opportunity was taken to make a farewell presentation to the Rev. J. Horace Johnston, ex-President of the Association, who is shortly leaving the Colony. The gift took the form of a finely carved ivory chess set.

The Chairman, Mr. F. C. Mow Fung, addressing the gathering, said:—Except at our annual meetings it is rarely that we have any occasion to call together the members of the Kowloon Residents' Association but the committees have felt that we should ask you to gather here this evening to do honour to one who has served the Association well and who is shortly about to leave us. To say "Good-bye" is a sad business but in this Colony of Hong Kong, I am afraid, men come and men go. I am not going to detain you very long this evening as we fortunately have a colleague in Mr. Cook, who is one of the oldest past presidents of the Association to speak on our behalf.

Mr. Cook's Tribute.

Mr. E. Cook, M.B.E., said:—"Reverend Sir.—The President has deputed me to the honour of addressing you to-night on behalf of the K.R.A. Your calling brings you mostly into touch with our spiritual interests but, by your work on this important committee, you have looked after the more material side of our aspirations and existence.

"You have always been ready and willing to respond to any call for help or consolation and though you are comparatively a short sojourner in this great little Colony you will leave your mark in the handsome church which had been erected under your direction.

"With us you will leave in our minds a pleasant memory, in our meetings and in our hearts a void. For two years you have been our President and have led our debates and discussions with tact, wisdom and dignity, and it is for this we are honouring you now. My all too brief expression of our appreciation supplements this modest gift of chessmen.

"On the board is, in a sense reproduced the game of life; the tangles and complexities are like ours. Each man, while appearing to stand alone on his appointed square, depends on the support of his side and that support must be loyal, correct and prompt if that game is to be won. The pawn has his place as well as the bishops. To-night is the bishop's move, your move, with which we are particularly concerned and we are united in wishing you and yours, success, health and happiness in your new square."

Growth of Kowloon.

In accepting the gift, Rev. Johnston said that although the circumstances were very trying he would endeavour to respond to the very kind words spoken by Mr. Cook and to thank the Association for the very handsome present.

Mr. Johnston referred to his seven years' residence in Kowloon and spoke of the changes he had seen during that time. He referred to the building of the Kowloon Y.M.C.A., the Peninsula Hotel and the growth of modern architecture. He recalled going with the Hon. Mr. A. G. M. Fletcher up the hill on which now stands the Kowloon Hospital. Mr. Fletcher at that time pointed to a vacant site, which is now Kowloon Tong. He also referred to the recent completion and opening of the Kowloon Union Church.

Regarding the K.R.A., Mr. Johnston said that in his second year here he was elected on the committee. That surprised him and he was again surprised when the following year he was asked to occupy the chair. When he was nominated, and "second time he was astonished, and "now I am dumbfounded at this honour."

"As President he had enjoyed himself quite a lot and the work had been quite delightful. "In Hong Kong, I find that the presidents of clubs and societies think it is their duty to dominate the meeting. They often make motions from the chair and feel they are called upon to regulate the whole policy of the Club. I don't say that is always the case, but I have seen some of the kind. At home the chairman's model is the speaker of the House of Commons, a man who has no voice except to utter what (Continued at foot of next column.)

HONG KONG STOCK
MARKET.CROUCHER & CO.'S DAILY
REPORT.

There was a far amount of business yesterday in the speculative counters while investment shares were, if anything, on the quiet side.

Lights opened with buyers \$25.10 cash \$25.50 sales for June and at the close buyers were offering \$25.40 cash, with sellers asking \$25.80 for June.

Realty changed hands at \$11½ and \$11.40 with sellers at the latter rate; Ropes firmed up to \$14.30 with business being done at corresponding rates forward.

Trams were steady with buyers offering \$17.70 with sellers at \$17.80.

Ferries were somewhat easier with sellers at \$92.00.

Telephones were difficult to obtain and sales eventually took place at \$40.25.

Comments were negotiated at \$17.65 June, and Hotels were in demand at \$14.50 for this settlement.

Wharves were bought in at \$169½ and more shares may be obtainable at \$160.

OLD KIDNAPPER.

BOY SOLD FOR \$450.

The story of how a boy was enticed away by kidnappers, and taken to Amoy and rescued there through the co-operation of the Chinese authorities was told by Detective-Sergeant Naughton at Central Magistracy yesterday when a sixty-year-old man was charged before Mr. Williams.

Detective Sergeant Naughton told the Court that the two boys were playing marbles in Blake Gardens on January 1 and later a man who appeared on the scene, engaged them in conversation. He took them to the Tai Ping Theatre where they met the defendant, to whom the boys were handed over. They were then taken to a tea shop and from there to the s.s. Fong Ping in harbour. The original man appeared on the ship prior to its departure and the entire party later left for Amoy.

On arrival at Amoy, one of the boys was taken by the defendant and the second by the other man, whose present whereabouts are unknown, this boy being still missing. The defendant took his lad to Lau Lung So, outside Amoy, and sold him for \$450, only part of the money being paid on the spot.

Some days after this boy's disappearance, the father called to a friend in Amoy to notify the police and in a raid on the house where the boy was staying, he was recovered and later returned to Hong Kong. It was stated that the defendant had been arrested and sentenced to twelve years in the Amoy Courts but on April 10 he was seen in Bonham Strand and pointed out to the police by the boy who was walking in the streets with his parents.

The defendant, a man of 60 years of age, was sentenced to six months' hard labour on each charge.

SOLDIER GUARDS FOR
C.M. VESSELS.

Nanking, April 5.—Replying to a recent petition from Mr. Li Chung Kung, Special Commissioner of the National Government for the re-organization of the China Merchants' Steam Navigation Company, the Commander-in-Chief's Headquarters, states that an order has been issued to General Ku Cheng Lun, Gendarmerie Commander for Nanking, to detail soldiers on board the steamers of the China Merchants' Steam Navigation Company for the protection of passengers and cargo.

he perceives to be the mind of the house. The ideal chairman is one who is able to focus his thoughts on the group of persons; upon the issue in question, and as he listens to their deliberations he senses the feeling of the meeting and then assists in the process of crystallising the sentiments into a phrase." Mr. Johnston said that misunderstandings and sharp division of opinions were simply the result of two persons seeing a thing from a different angle.

The speaker concluded by saying that the gift was particularly apt as it would remind him of the fact that he was one of the three founders of the Kowloon Chess Club, from which institution he carried away a small silver cup as a souvenir which he had won.

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fitness to the wearer.

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We shall be pleased to demonstrate the above to you without obligation to purchase.

We allow 10% Discount for Cash.

New Columbia ORGAN SOLOS

DB407	WEDDING BELLS ARE RINGING, Reg. Foot
	WHAT GOOD AM I?
	GREAT DAY ORGAN MELODY...
DB381	LOVE IN THE ROUGH, Terence Casey
	I'D LIKE TO FIND THE STEIN
DB318	SONG GUY
	WE MUST ALL PULL TOGETHER
DB406	BOY AND SOUL, Quentin Maclean
	WITH A SONG IN MY HEART
DB392	AT THE TEMPLE GATES, Gatty Solars

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COTTONS.

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DRESSES for
DAY TIME WEAR
is now on view in
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Prices: \$14.75 to \$25.50
in all sizes.

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NEW ADVERTISEMENTS

HUMPHREYS ESTATE & FINANCE CO., LTD.
OFFER OF NEW SHARES.

SHAREHOLDERS are reminded that the 28th APRIL, 1931, is the last day upon which signed forms of Acceptance or Renunciation of the Offer of New Shares made to Shareholders on 28th DECEMBER last, must reach the Company's Bankers in Hong Kong (The Hongkong and Shanghai Banking Corporation) accompanied by a Remittance.

JOHN D. HUMPHREYS & SON,
General Managers. [609]

HONG KONG REALTY & TRUST COMPANY, LIMITED.
(INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG).

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Registered Office of the Company, EXCHANGE BUILDING (2nd Floor), 225 VICTORIA ROAD CENTRAL, HONG KONG, on WEDNESDAY, the 15th DAY OF APRIL, 1931, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended 31st DECEMBER, 1930, and re-appointing Directors and the Auditors.

THE TRANSFER BOOKS OF THE COMPANY will be CLOSED from WEDNESDAY, the 9th DAY OF APRIL, 1931, until WEDNESDAY, the 15th DAY OF APRIL, 1931, Both Days inclusive.

By Order of the Board,
C. F. V. RIBEIRO,
Acting Secretary,
Hong Kong, 23rd March, 1931. [518]

THE HONG KONG JOCKEY CLUB,

THE THIRD EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 18th APRIL, 1931, commencing at 1.30 P.M. The First Race will be Run at 1 P.M.

MEMBERS' ENCLOSURE.
Members are notified that they and their Ladies must wear their Badges prominently displayed.
No One without a Badge will be admitted to the Members' Enclosure.
Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for Payment of All Chits, &c.
Badges admitting to Members' Enclosure will not be on sale at the Race Course.
Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.
On No Pretext will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.
The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all Persons, including Ladies, and is payable at the Gate.
Soldiers and Sailors in Uniform are admitted Half Price.
Bookmakers, Tipsters, &c., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting. Tiffin will be obtainable in the Restaurant in the Public Enclosure.

By Order,
C. B. BROWN,
Secretary. [608]

CHINA ENTERTAINMENT AND LAND INVESTMENT CO., LIMITED.

NOTICE

LIANG CHI HAO, Managing Director, pursuant to the power vested in me under Article 5 of the Articles of Association of this Company intend to offer to the Shareholders on the Register on the 30th APRIL 1931, the remaining 20,000 Ordinary Shares of the Nominal Value of \$10.00 Each issued by the Company at par in proportion to the existing Shares held by them respectively on that Date.

Dated this 11th day of April, 1931.
LIANG CHI HAO,
Managing Director. [607]

CREDIT FONCIER D'EXTREME-ORIENT.
MORTGAGE BANK AND ESTATE AGENTS.

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Six-roomed & Five-roomed Apartments
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Modern Construction with Garage.
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URIC ACID
COMPLAINTS.

RHEUMATISM, LUMBAGO, SCIATICA, NEURITIS, GOUT, &c.

All these are caused
by excess of uric acid.

PHYSIKURATE

will absolutely neutralise
this excess, and free you
from pains in the muscles,
joints and nerves, morning
dullness and headache,
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To be taken last thing at
night.

It Cures While You Sleep.

OF ALL CHEMISTS.

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HONG KONG ENGINEERING & CONSTRUCTION CO., LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONG KONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the BOARD ROOM of Messrs. SHAW, TONG & CO., 21, George Street, HONG KONG, on WEDNESDAY, the 22nd APRIL, 1931, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended on the 31st DECEMBER, 1930, and electing Directors and Auditors.

The TRANSFER BOOKS OF THE COMPANY will be CLOSED from the 13th to the 22nd APRIL, 1931, Both Days inclusive.

By Order of the Board,
B. ALVES,
Secretary. [57]

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 53, Fleet Street, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

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HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

The anti-cyclone is passing into the Pacific to the N.E. of Japan. The depression is moving eastward and is now central to the N. of Korea.

Local Forecast:—East or variable winds, moderate to light; generally overcast; occasional rain.

BIRTH.

CHURCHILL.—On April 8, at Shanghai, Mr. and Mrs. N. CHURCHILL, a son.

MARRIAGE.

VIEIRA-SANTOS.—On April 7, at Shanghai, Mr. DOMINGOS MARIA VIEIRA, Jr., to Miss LINDERMARIA MARIA DOS SANTOS.

DEATHS.

WAGGOTT.—On March 20, at New Milton, Hampshire, Capt. G. M. WAGGOTT, aged 69 years, late of the Kailan Mining Administration.

KIRCHHOFF.—On April 6, at Shanghai, WILHELM AUGUST AUTO KIRCHHOFF.

GRIFFIN.—On April 7, at Monte Carlo, GEORGE ELWOOD GRIFFIN, of the Union Insurance Society of Canton, Ltd.

Editorial and Business Office: 11, Joe House Street. Tel. 30251.

Night Editor (Waichai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C.4.

The Daily Press.

HONG KONG, APRIL 14, 1931.

THE LEAGUE OF NATIONS AND NATIONAL STANDARDS.

MR. JUSTICE WOOD, on the occasion of the Law and Commerce Society's dinner, expressed the view that the activities of the League of Nations tended to standardise law, and consequently to produce a drab uniformity at the expense of rich variety which at present prevails in the realm of human behaviour and custom throughout the world. We see this process at work especially in China, which at the moment is rushing along at an amazing rate to modernise her institutions, or, in other words, to make them as near as possible like those of the West. Her cities, her roads, her railways and her whole organisation, are all in process of development on Western lines. The old national standards and landmarks are fast disappearing. Canton and other cities are now hardly recognisable to those who have not visited them for ten or fifteen years. The tall buildings, the streets, cinemas, motor-cars, wireless and general use of electricity, all tend to create the Western atmosphere of civic life.

Japan has already passed through the same phase, and become a modern world of Power. Even in the field of art the retreat from Eastern standards is balanced by an advance towards the Western. The question raised is whether such a movement can be so strong as to obliterate all national traces, and destroy those picturesque differences which, because of their rich variety, add charm and grace to life. Is it possible for a nation to abandon those institutions which have grown up naturally within the native soil, which savour of that growth and possess those special characteristics that distinguish them from every foreign element? It is certainly not desirable that such complete uniformity should be evolved, and it is doubtful whether such reforms and changes can be more than superficially destructive of the nation's life. There is no compulsion about the adoption of foreign ways; they win acceptance on their merits or supposed merits, and are adapted to the natural needs of the community.

The requirements of the League of Nations, then, tend to emphasise this threat to the national systems of law, to override, as it were, the local view and replace it by a

more enlightened and international code. In the future we are more and more likely to come under the influence of this world organisation, which, at the present, relies rather on persuasion than on any authority which it may possess. The danger that is feared is that such persuasive methods might give place to more tyrannical ones, and individual communities may outwardly have to conform to the new code, and inwardly ignore it. There would then be developed a kind of international hypocrisy—due to an impossible and ineffectual attempt to live up to appearances. The answer that the League would make would be that it is itself giving expression to the enlightened views of the nations of which it is composed, and that just as a parliament is not likely to be in advance politically of the people who elect it, so the League's statutes are not likely to put too severe a yoke upon its members.

A new world order has been created, and the inter-dependence of the world economically has created this demand for certain fundamental principles on which the new relationship can be based. Just as economically we cannot now mind our own business and be indifferent to our neighbour, so in the moral and political field our neighbour's doings are of vital concern to us. By bitter experience we know that a murder in an obscure town in Europe may involve us all in the consequences.

It was in recognition of these cold facts that the League was established. It merely asks that each nation will live honourably, do no harm to its neighbour, and allow each country to have its due. It gives expression to the minimum standards compatible with the name of civilisation. It merely exposes the acres, which are a menace to the world's moral health. No nation, it says, should be permitted to enjoy the reputation of possessing high principles, while it reaps the profits of traffic in arms, drugs, and human beings. But their self-respecting people desire to do so, and this publicity provides the incentive for the nations to live honourably and cease from doing harm to their neighbours. The days of the cowrie shell, of human sacrifice, and slavery are numbered, for they do not fit in with the ideas of the dominant nations. To that extent then the League of Nations and the other world forces will obliterate local customs, but there undoubtedly will remain sufficient to distinguish one community from another.

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★ News and Views ★

The Truth About Teaching.

"To teach French literature is a daily purgatory; it is plunging the sands; it is working a treadmill; it is a soul-killing business."—Professor Charles Sorels, of Edinburgh University.

Saluting Al.

A Chicago policeman has admitted that when he saw Mr. Al Capone drive on to a racetrack he went up to him, saluted, and said: "Hullo, Al!" Mr. Capone, in the best gangster manner, drew a large roll of bills from his pocket and gave him ten dollars. After that, on all future occasions the "cop" saluted Al regularly. Who says there is anything wrong with the manners of American "cops"?

Advertising Property.

Sir Charles Higham, in addressing the Incorporated Auctioneers and Landed Property Agents last month did not say on the side of weakness and he told his audience with much vigour that property advertising was too solemnly uniform. "Why," he asked, "does every estate agent in England invariably use the word desirable in describing properties? One would think there was not a single bad one in the country. You have got to learn salesmanship," continued Sir Charles. "In my view advertising in Britain is now ahead of advertising in the United States, but this emphatically does not apply to the property side. The Press in by far the best medium but you must supply Fleet Street with imagination in your advertising."

Kfar David.

A new Zionist colony in Palestine is to be named Kfar David—the village of David—in honour of Mr. Lloyd George. It will be completely built by 1934. The decision to perpetuate Mr. Lloyd George's services to Jewry in this way was taken by the Jewish Agency for Palestine, together with the Zionist Federation, and at a dinner to be held at the Savoy last week. Mr. Lloyd George's honour, full details of the scheme for the colony will be announced. In a letter saying he is honoured by the decision to name the colony after him Mr. Lloyd George says: "I am very pleased that my efforts on behalf of the Jewish people should be perpetuated in such an inspiring manner. I am particularly happy that this kind thought of my Jewish friends will further advance the development of the Jewish National Home."

IMPERIAL CAESAR AND HIS PIE.

Though not much success attended the attempt to revive Caligula's galleys from the mud in which their remains rested at the bottom of Lake Nemi, a more presentable and equally authentic fragment of Imperial Rome has just been seen at Budapest. The recipe for a game pie, which is said to have been a favourite of the Emperor HADRIAN and MARCUS AURELIUS, was recently discovered among some Roman records, and a Home paper tells us, a pie has been prepared according to these instructions and served at an hotel in Budapest. Those who remember delicacies like dormice stewed in honey, or the reckless profusion and stupid transformation scenes satirised by PETRONIUS in his account of a Roman profectus's banquet in the days of NERO, may conclude that it would need some courage on the part of a modern to sample an imperial game pie. The name of MARCUS AURELIUS may reassure them; with him high thinking seems to have been linked with comparatively plain living.

The recipe for his favourite pie begins by instructing the cook to take (in English weights) a pound and a half of wild boar meat, the flesh of a pheasant, and the legs of a sucking-pig. Ox tongue, ham, olives, and peppers are other ingredients, and the whole structure was held together with five pints of stock "clarified with eggshells and strengthened with gelatine," and then decorated with truffes. It sounds rather more like a galantine than a pie; or perhaps it is what we should call a raised pie with the crust taken for granted. At any rate it sounds a good pie and not an excessively lavish one. There are more abundant recipes in some of the older editions of Mrs. Beeton, where splendid quantities of eggs and cream and the richest of stock are indicated as the mores for beginning for simple exercises in plain cooking. It seems a curious thing that it should be possible to prepare and eat to-day a pie as might have been laid before the Antonines. The galleys go, the pictures crumble, the statues are shattered. But when once the recipe is rediscovered the pie emerges none the worse for some eighteen hundred years of history.

One non-Chinese case of diphtheria was reported during the 48 hours ended April 12.

The Annual Sports Meeting of St. Joseph's College will be held at Soekunpoo on Saturday, April 18.

The total output of the Kailan Mining Administration's mines for the week ending March 23, amounted to 127,077 tons, and the sales during the period to 76,641 tons.

The Blue Funnel, a.s. Phenix arrived in Manila on April 8, from New York, via Suez, having taken 24 days for the voyage. This is said to be a record for vessels of all lines either by Suez or Panama.

The annual general meeting of the Hong Kong Society for the Prevention of Cruelty to Animals will be held in the Board-room of Messrs. Jardine, Matheson & Co., Ltd., on Wednesday, April 22, at 5.15 p.m.

Mr. B. G. Birch will address the University Arts Association on Friday, April 17, at 5.30 p.m. on "Some Notes on Histories and Historians" in the Union Assembly Hall of the Hong Kong University.

A firman and a greaser of the s.s. Yang Kong were each fined \$150,000 for a year's imprisonment when they were charged before Mr. Schofield yesterday with the unlawful possession of 2,900 taels of contraband opium.

In a report to the police, Dr. Arthur Woo states that someone stole a bag from his car which was parked outside the Ferry Wharf, Hong Kong side, on Sunday between 7 p.m. and 10 p.m. The contents are valued at \$500.

At a public auction at the P.W.O. office yesterday a site in Waterloo Road was sold at the upset price of \$3

EXTRALITY IN CHINA.

FAVOURABLE TURN IN NEGOTIATIONS.

(THROUGH REUTERS' AGENCY.)

NANKING, April 13. The extrality negotiations are said to have taken a more favourable turn, and political circles are most optimistic regarding the outcome.

It is officially announced that the British Minister, Sir Miles Lampson, is expected at Nanking on April 18 to conduct the final stages of the negotiations, and it is considered possible that the final British agreement may be signed at the end of the month.

Reports received from the Chinese Minister at Washington state that the final American extrality negotiations are also progressing satisfactorily.

Dr. C. T. Wang, Foreign Minister, speaking at the Government memorial meeting, expressed the hope that the extrality issue would be settled in the immediate future, and he urged the Chinese people to do their utmost to give fair and equal treatment to foreign nationals upon relinquishment by the Powers of their extrality privileges.

Foreign Ministers Invited to Nanking.

(Chen Wan Yat Pao.)

NANKING, April 13. The Nanking authorities are still maintaining that the negotiations with the Powers concerned for the abolition of extrality will be satisfactorily concluded simultaneously with the opening of the People's Convention, which is scheduled to be held on May 5.

The Nanking Foreign Office has sent a message to Peking, urging the foreign Ministers concerned to proceed to Nanking this week for the purpose of concluding the negotiations.

ENGLAND-CHINA FLIGHT.

LEAVES CONSTANTINOPLE FOR ALEPPO.

(THROUGH REUTERS' AGENCY.)

CONSTANTINOPLE, April 12. Mr. Ford, the British airman, arrived here and left for Aleppo this morning.

An earlier message stated:—Mr. Ford, on a purely private flight, left Lymington on March 23, intending to fly across Central Europe, Constantinople, and then Persia and India.

Mr. Ford took up flying while on furlough in Britain. He had been in the air for only 50 or 60 hours before setting out on his venture on a second-hand Gypsy Moth, with a Gypsy One engine, which he hoped to sell to the Chinese Government.

The flight has no special feature, for he expressed the opinion that he might as well return to work in Shanghai by air as by sea. Mr. Ford was caught in a severe snowstorm and fell to the ground at Tatoi.

ENGLAND-AUSTRALIA AIR MAIL.

CITY OF CAIRO DEPARTS FROM KARACHI.

(THROUGH REUTERS' AGENCY.)

KARACHI, April 12. The air liner City of Cairo, which left Croydon on April 4, arrived at 9 a.m. with the first Australian air mail, and is departing at midnight, carrying 300 pounds of through mail for Australia.

FAMOUS AEROPLANE CRASHES.

OWNER AND PILOT KILLED.

(THROUGH REUTERS' AGENCY.)

SYDNEY, April 12. The Southern Cross, Junior, Wing Commander Kingsford Smith's famous plane, in which he flew from England to Australia, crashed from a height of 2,000 feet at Mascot aerodrome, the two occupants, a pilot named Leonard Palmer and the owner, Mr. Albert James, being killed.

A wing apparently collapsed in the air. Mr. Albert James had intended to start on a goodwill flight to Japan in June and had been planning for it for the past 18 months. He recently bought a half share in the Southern Cross, Junior, from Guy Menzies, the young Sydney pilot who in January flew in it from Sydney to Westland, New Zealand, a distance of 1,200 miles, in 134 hours, this being the first flight in a light plane between Australia and New Zealand.

BRITISH RAILWAY MATERIAL.

HUGE ORDER FROM BOXER TRUSTEES.

(THROUGH REUTERS' AGENCY.)

NANKING, April 13. Large orders are going to British railway manufacturers. The Board of Trustees of the British Boxer Indemnity have decided that part of the funds aggregating nearly £4,000,000 now in the Hong Kong Bank, London, will be immediately appropriated for the purchase of railway material in England.

Dr. Wang Chin Chun, formerly Managing Director of the Chinese Eastern Railway, has been appointed representative of the Ministry of Railways on the London Purchasing Commission.

Dr. Wang Chin Chun, who arrived in London on March 30, has been instructed to confer with the Commission regarding the purchases.

BRITONS KILLED IN ASSUAN EXPLOSION.

HEROIC EFFORT TO DIVERT FLAMES FROM DYNAMITE.

(THROUGH REUTERS' AGENCY.)

ASSUAN, April 12. The roar of the explosion which blew to smithereens a store of explosives for use in connection with the heightening of the dam, was heard for miles around and spread terror among the fifteen working in the fields.

The roof of the store, which became white hot with the fire, was blown hundreds of yards in incandescent fragments, one of which struck and severely burned a Briton named Rennie.

Mr. Harrington met his death while heroically climbing a ladder placed against the blazing explosives store in an effort to assist the frantic attempts of British engineers to prevent the flames reaching the dynamite. Mr. MacDonald was only slightly injured. The damage is less extensive than was at first feared and is now estimated at £10,000.

EAST MEETS WEST.

JAPANESE GIRL MARRIES VIENNA MILLIONAIRE.

VIENNA, April 5.—East met West and Age met Youth here to-day when Mr. Julius Meini married Miss Mitschiko Tanaka, a young Japanese student of music. Mr. Meini, a millionaire, is 62 years of age. Miss Tanaka is 18 years of age.

ACROSS SAHARA BY AEROPLANE.

FLIGHT BY FRENCH AIR MINISTER.

PARIS, April 8.—Half of the Sahara desert was spanned in one flight by the Minister for Air, piloted by Major Costes, whose aeroplane was accompanied by five others. The Minister spent the night at the oasis of Reggan, where he carried out an inspection of the Meharistes and the local squadron.

Only 1,200 kilometres remain to be covered before the other side of the desert is reached, at Gao, where the Minister is expected this evening.

BERLIN-SHANGHAI AIR SERVICE.

POSSIBILITY OF EXTENDING NANKING LINE.

BERLIN, April 8.—"It is possible that to the Chinese aviation line from Nanking to Berlin there may be added an entirely German route from Berlin to Shanghai." Such was the declaration made this morning by the Minister of Communications.

The Minister made public the state of affairs regarding the negotiations between Germany and Japan on the subject of aviation. It is planned, for one thing, to extend the line from Berlin to Baghdad towards Tokyo, working in with Holland for the opening up of the aerial traffic of the Dutch East Indies. These negotiations are in good shape and Franco has declared herself favourable to them.

For the other part applications have been made to the Soviet Government to persuade them to allow the terminus of the Derulst line (Deutsche Russische Luftgesellschaft) to be situated at Mancheli. In this case the German Government, in reciprocity with the Chinese Government, would continue the German-Russian line to Shanghai, thus duplicating the Sino-German line. "In any case," the Minister concluded, "direct service from Berlin to Moscow and Shanghai is imminent."

DOG SQUABBLE IN SHANGHAI.

SUIT FOR TWO AND A HALF MILLION DAMAGES.

(THROUGH REUTERS' AGENCY.)

SHANGHAI, April 13. The Shanghai Greyhound Racing Club is suing Brigadier-General MacNaghten as Chairman and Mr. R. M. J. Martin as Police Commissioner of the Shanghai Municipal Council for Tael 2,500,000 damages for wilfully obstructing the entrances to the Luna Park Races.

The Shanghai Greyhound Racing Club is suing Brigadier-General MacNaghten and Mr. R. M. J. Martin rather than the Shanghai Municipal Council, because it believes that it has a better chance of success against the former in the British Court than against the Shanghai Municipal Council before the Court of Consuls.

The Luna Park authorities on April 4 attempted to run dog races in spite of the Shanghai Municipal Council's ban, which came into effect at the end of March. The police had barricaded the streets leading to the track, and a police posse occupied each entrance to the track.

The track officials had previously taken the dogs from the kennels to the track and had run one race, after which the meeting was declared closed.

About 40 people managed to get into the ground and watch this race.

URALS TRAIN SMASH.

DRIVER UNABLE TO SEE SIGNALS.

MOSCOW, April 4.—Further details received on the terrible train disaster near Tscheljabinsk in the Urals say that ten were killed and 45 injured when two passenger trains collided owing to the failure of the driver of one train to see the signals in a blinding snowstorm.

AN APARTMENT TRAGEDY.

AMERICAN FOUND SHOT IN ROOM AT NICE.

EX-BROADWAY BEAUTY AND HER TROUBLES.

NICE, April 7.—Mrs. Nirdlinger, the beautiful young American, has been released on bail, the examining magistrate announcing to-day that her trial would be postponed until August. Mrs. Nirdlinger surrendered to the police on March 11 after her husband, Mr. Fred G. Nixon Nirdlinger, had been shot in their flat.

Before her marriage Mrs. Nirdlinger was Charlotte Nash, one of the prettiest actresses on Broadway. In 1923 she won the title of "Miss St. Louis" in a beauty competition and was famed for the loveliness of her dimples, which she insured for a very high sum. She was 30 years younger than her husband who was 54 years of age.

Threatened to Kill Her.

In her examination by the police, Mrs. Nirdlinger stated that her husband had on a number of occasions become violently angry and threatened to kill her. As she was afraid for her life she bought a small revolver and loaded it. Every night before she went to bed she placed it under her pillow.

Referring to the night of the tragedy, Mrs. Nirdlinger said, "After dinner my husband began to drink heavily. I sat quietly in the drawing room, reading an Italian newspaper. After a while I heard him enter the room and he said: 'What are you learning Italian for? Have you an Italian lover?'"

Mrs. Nirdlinger did not answer. She had no wish, she said, to start an argument, and therefore got up and went to her own room, where she undressed to go to bed.

Five Shots Fired.

"A few minutes later my husband came to my bedside," continued the young widow. "Again he accused me of being unfaithful to him. I refused to reply and he caught me savagely by the throat and tried to strangle me."

Finding that she was being overpowered, said Mrs. Nirdlinger, she reached for the revolver. With her husband's hands still about her throat she fired five shots and saw him clutch his head, reel away from the bedside and collapse in the drawing room.

Mrs. Nirdlinger has two children aged 21 and 13. She was the fourth wife of Mr. Nixon Nirdlinger who had several other children by his previous marriages.

JAPANESE CABINET RESIGNS.

BARON WAKATSUKI LIKELY PREMIER.

(THROUGH REUTERS' AGENCY.)

TOKYO, April 13. General Ugaki, the Minister of War, as senior member of the Cabinet, proceeded to the Palace this morning and had an audience with the Emperor, to whom he tendered the resignation of the Cabinet en bloc.

Following the resignation of the Hamaguchi Administration, it is expected that Baron Wakatsuki will be summoned to form a Cabinet to-morrow.

With the probable exception of General Ugaki, who is expected to be replaced by General Jiro Minami, the new Ministry is expected to witness little change in its composition.

Baron Wakatsuki, speaking to Press representatives, intimated that the new Ministry, if formed, would pursue much the same policy as Mr. Hamaguchi's, though certain modifications would naturally be necessary to meet changes in the situation which have occurred, since the Hamaguchi policy was formulated two years ago.

By way of preparation, Baron Wakatsuki is expected to exchange views with the Finance Minister to-day regarding future economic administration, and he will probably initiate steps to revise the economic policy to meet the existing situation.

HIS MAJESTY STILL IMPROVING.

(THROUGH REUTERS' AGENCY.)

LONDON, April 13. His Majesty the King is progressing. Lord Dawson of Penn visited Windsor Castle for the first time in two days.

ROYAL BROTHERS HOMEWARD BOUND.

(REUTERS' AMERICAN SERVICE.)

RIO DE JANEIRO, April 12. The Prince of Wales and Prince George to-day embarked on the liner Arlanza, homeward bound. The Prince of Wales has his private aeroplane aboard.

Portugal Unrest Causes No Change in Plans.

RIO DE JANEIRO, April 13. The disturbances in Portugal hitherto have not caused any change in the plans for the Prince of Wales' visit to Lisbon, according to Mr. Lloyd Thomas, the Prince's private secretary.

WAR DEBT REDUCTION.

UNITED STATES DELEGATE'S PROPOSAL.

(REUTERS' AMERICAN SERVICE.)

NEW YORK, April 12. The proposal that the International Chamber of Commerce should undertake to study war debts in the interests of international business improvement was submitted on behalf of the United States delegation by Mr. Horbert Houston, the well-known economist and member of the United States delegation, which also includes Mr. Owen Young, Mr. Elias Strawn, Mr. Thomas Lamont, and Mr. Houston makes no proposal for cancellation, but notes that such a course has been advocated by several distinguished Americans he has known personally, who favour the idea that any reduction of debts should be conditional on a proportionate cut in armaments.

SINKING OF THE VESTRIS.

SUITS FOR FIVE MILLION DOLLARS.

(REUTERS' AMERICAN SERVICE.)

NEW YORK, April 12. Suits for loss of life and cargo totalling \$5,000,000 in connection with the sinking of the British liner Vestris in November, 1928, will open on April 14 at the Admiralty Court.

The owners are petitioning to limit their liability to \$900,000. Two of the largest claims, for "wrongful death on the high seas," have been brought by the family of the wealthy New York merchant, Isaac Nathan, for \$500,000 and by the widow of Major Inouye, the Japanese Military Attaché at Buenos Aires, for \$200,000.

LABOUR PARTY IN AUSTRALIA.

ULTIMATUM ISSUED BY NEW ORGANISATION.

(THROUGH REUTERS' AGENCY.)

SYDNEY, April 12. The dissensions within the Labour Party seem to be augmenting.

A new Labour Party, which Mr. Scullin, Federal Premier, and his supporters have formed in New South Wales, has issued an ultimatum to all the Labour Leagues and Unions, which will be declared bogus unless they declare their allegiance by April 30.

Insulting References to His Majesty.

At an extremist meeting to-day, Mr. Hoare, the President of the Northern Coal Miners' Federation, after referring in insulting terms to His Majesty, the King, praised the Labour Army, the formation of which was decided upon by the Sydney Labour Conference to combat anti-Labour forces, and, as its more militant promoters proclaim "To meet violence with violence."

Mr. Hoare said that the present system must end, but with the least possible bloodshed.

Revolutionary Movement by the Working Class.

Another speaker, Mr. James Kidd, said the Labour Army must become what the Red Army became in Russia. It was necessary a revolutionary movement by the working class, and they must realise if they were going to fight that it would not be by the medium of the ballot box, but by the machine-gun.

THOUSAND-MILE MOTOR RACE.

ITALIAN WINS IN A MERCEDES.

(THROUGH REUTERS' AGENCY.)

ROME, April 12. A thousand-mile motor race over the mountainous and difficult road from Brescia to Rome and back, has been won by Caracciola with a Mercedes, in 16 hours, 10 minutes, 10 seconds.

Campari with an Alfa Romeo was second, in 16h, 21m, 17s, and Morandi with an O.M. third, in 16h, 25m, 35s.

A SOLICITOR EJECTED FROM COURT.

BY ORDER OF THE CORONER.

By order of the coroner a solicitor was removed from an inquest at Wembley (Middlesex). Three policemen helped to remove the solicitor.

This astonishing scene occurred while the West Middlesex coroner (Dr. George Cohen) was holding an inquest on Richard Dugay, of Deacon-road, Willesden, N.W., who was killed in a motor-car accident.

Mr. E. H. Hiscocks, the solicitor representing Dugay's family, asked a witness if the driver of the car, Mr. Benjamin Arthur Floyd, of Woodhayes-road, Neasden, N.W., was the worse for drink. The coroner at once intervened and said that it was a most improper question.

"Will You Sit Down?" "You have no right whatever to make such a statement," Mr. Hiscocks replied.

The Coroner: Will you sit down? Mr. Hiscocks: I insist. The Coroner: You will be removed from the Court unless you sit down.—You have no power to remove me. I shall ask you to give a proper ruling.

"I have given a proper ruling," said Mr. Hiscocks. "Will you tell me what power you have to remove any attorney from the Court?"

The Coroner: It is not my intention to discuss the matter further.

Mr. Hiscocks was still discussing the coroner's ruling when the coroner turned to his officer and said, "Have this man removed."

The coroner's officer approached Mr. Hiscocks, taking him by the arm, tried to persuade him to leave the Court. Mr. Hiscocks resisted, and two other officers, putting their hands on his shoulders, pushed him towards the door. Still objecting, he was removed.

The coroner then adjourned the inquest.

Mr. Hiscocks interviewed later, said that the coroner did not let him complete his question.

"He stopped me in the middle of a sentence," said Mr. Hiscocks, "before he or anyone else could have understood my meaning. It is difficult in these circumstances to know how a half-completed question could be improper. I have never been treated in that way before, and I will take counsel's advice about my position in the matter."

"I was pushed out of Court by at least three big policemen."

SPAIN GOING REPUBLICAN.

MONARCHISTS WIN FEW SEATS.

(THROUGH REUTERS' AGENCY.)

MADRID, April 12. A tremendous wave of anti-Monarchist feeling manifested itself at the municipal elections here to-day, the first held in Spain for eight years.

Republican and Socialist candidates triumphed in nearly every town. The official figures have yet to come, but the early results show that in 20 provincial towns the Monarchists gained only one or two victories.

The one topic in Madrid is what will King Alfonso do in the face of such an indication of public opinion, and it is generally felt that the Government will have to resign.

It is still possible, however, that the returns from several thousand villages may somewhat improve the Monarchist figures.

Queues of Voters.

Never before has there been such anxiety to vote in the Spanish election.

Long queues of voters formed up at eight in the morning, and even the most prominent citizens were among the earliest arrivals.

The ex-Foreign Minister, Bergamin, was seen queuing in his bedroom slippers.

An outstanding feature of the elections has been the keenness of Republicans in working class districts, which were thronged with canvassers, men, women and children, all wearing Republican colours.

Even fashionably-dressed young women in luxurious cars were seen distributing Republican propaganda amid loud applause.

The excitement grew to fever heat this evening with the arrival of the first results, when a motor car drove through the main streets, announcing by megaphone the Republican victories.

Further Republican Triumphs.

According to the latest election results, the Republicans have triumphed in 35 provincial centres. The Monarchists have won only four seats.

Government Circles Depressed.

MADRID, April 13. A depression is noticeable in Government circles to-day, although the returns still to come from thousands of rural districts are expected to counterbalance the sweeping Republican victories in the towns, and even show a pro-Monarchist majority in the country as a whole.

Count Romanones, Foreign Minister, invited the foreign correspondents to meet him last evening, but he was absent. The only information the correspondents received was that Guadalupe, which Count Romanones represented in Parliament for a quarter of a century, has now gone Republican.

A feature of the elections has been that for the first time in history the mass of the population has voted at full strength.

SPANISH ELECTIONS.

PROCLAMATIONS MADE IN ALL TOWNSHIPS.

MADRID, April 5.—Proclamations regarding the municipal elections have been made in all townships. It is not known whether the elections will really take place because agitation, which has been increasing every day, may have the effect of making the Minister determine at the last moment to suppress the national consultation.

The activities of the militarists are growing in many places and the predominant impression in political circles is that the situation is tending towards a new dictatorship which will be free of left wing repression.

ANOTHER SWEEP ISSUE.

AMERICAN WINNER MAY LOSE HIS SHARE.

BUFFALO, April 8.—Methods of evading a law passed in 1820, which threatens to deprive him of the \$177,000 he won in the Irish Sweepstakes on the Grand National, are now being seriously studied by Clayton Woods, of Buffalo, who drew Groganach, the second horse in the race.

The ancient law provides that the owners of the poor in New York State may sue the winners of any lottery for the money won, but it is not yet definitely established whether the law can be enforced. While Woods is investigating means of evasion, however, the directors of the city's welfare are equally busy trying to discover whether they are in a position to claim the winnings.

DISARMAMENT CONFERENCE.

BARCELONA INSTEAD OF GENEVA.

(THROUGH REUTERS' AGENCY.)

GENEVA, April 12. The chances seem in favour of Barcelona instead of Geneva as the seat of the Disarmament Conference in 1932.

The prices quoted by the municipality of Barcelona for accommodation are half those demanded by the Swiss hotel proprietors.

The Barcelona authorities have sent a letter to the Secretary-General of the League undertaking to pay the League the difference between the budget framed by it for holding the conference at Geneva and the total expenditure incurred by the League in Barcelona.

The Barcelona offer is easily the best hitherto received, while Barcelona climatically is preferable to Geneva in February and March.

GOVERNOR-GENERAL OF CANADA.

LORD BESSBOROUGH WELCOMED.

OTTAWA, April 7.—With tumultuous enthusiasm Ottawa to-day welcomed the Earl of Bessborough, the new Governor-General of the Dominion of Canada.

The Governor-General arrived with Countess Bessborough, his son, Viscount Duncannon, and his daughter, Lady Moyra.

Mr. R. B. Bennett, the Prime Minister and President of the Privy Council, welcomed the new representative of the Crown. Speeches of felicitation were exchanged as the enthusiastic welcome of the public gave evidence of the close ties binding the Dominion to the Empire.

The Earl of Bessborough succeeds Lord Willington, who ceased being the Governor-General of Canada when he left in January. Lord Willington is the new Viceroy and Governor-General of India. In the interval between Lord Willington's departure and the arrival of the Earl of Bessborough Chief Justice Francis Alexander Anglin has been the Acting Governor-General.

SEQUEL TO U.S. OIL SCANDALS.

FALL'S APPEAL DISMISSED.

EX-INTERIOR SECRETARY SENTENCED.

WASHINGTON, April 8.—Only the United States Supreme Court, the highest tribunal in the land, can save the aged and ill Mr. Albert H. Fall, former Secretary of the Interior, from a penitentiary term. For to-day the Appellate Court of the District of Columbia upheld the conviction and sentence of Mr. Fall in the lower courts.

Mr. Fall was convicted on charges of conspiracy to defraud in connection with the oil scandals of the late President Warren G. Harding. He was sentenced to one year in prison and to pay a fine of \$100,000. Despite the serious state of his health and his advanced age Mr. Fall, broken both physically and mentally, must enter the penitentiary unless the Supreme Court reverses the ruling of the Appellate tribunal. Mr. Fall's physicians say he will die in the penitentiary if the sentence is made effective.

Conviction Confirmed.

In giving its decision in Mr. Fall's case to-day the Appellate Court also affirmed the conviction of Mr. Henry Blackmer and his sentence to pay a fine of \$50,000. He was held to be in contempt of the United States Senate for his refusal to testify as to his knowledge of the transaction which plunged the country and its Government into one of the worst scandals in the history of the United States.

Mr. Fall is alleged to have accepted a bribe for using his influence, when he was the Secretary of the Interior, to aid in transferring federal oil reserves to private interests. For almost a decade he has been fighting unsuccessfully to clear his name and the names of those implicated with him in the various conspiracies which were unearthed after the sudden death of President Harding.

Mr. Fall, once a member of the United States Senate and a power in the Republican Party, is now 70 years of age. For the past six or seven years he has been seriously ill and under the constant care of physicians.

Sports News

JUNIOR CRICKET NOTES.

CIVIL SERVICE COMPLETE FIXTURES.

[By "L.B.W."]

Civil Service Cricket Club finished their league fixtures on Saturday when they played a drawn game with the Kowloon Cricket Club. They obtained 21 points out of a possible 30 and will probably occupy the runners-up position with Recreo who are three points behind with a match in hand.

The Civil Service started their season in most convincing style and when they beat the Indians it was considered in certain quarters that they would finish up champions. However, they had something of a setback when they played the Police—the latter holding them to a draw, and when they tied with Recreo a week or two later, their chances of annexing championship honours were reduced to a minimum. Then they lost to the University as a result of which they definitely dropped out of the running.

A Strong Team.

Civil Service started off with Grimmit as their captain but when he left for home on long leave, Strange took over the reins. In addition to Grimmit, the side lost the services of Edmonds who also went on leave about the same time. Against that, however, McLellan came out from home and played in a couple of matches for them before going up to the seniors, and they also had the services of Kelly, who had been playing first division cricket off and on for the C.S.C.C.

Their weak point was perhaps, their batting, for with bowlers like McGowan, Kelly, Robertson and Hawkins, they were well served in this department. McGowan is easily their best bowler, and with careful handling, would have done much better than his analyses show; as it is, I am inclined to think that he was a trifle under-bowled. Matthews made some runs for them in the early part of the season but he was not very consistent. Randle made a lot of runs, but being essentially a hitter, he was not always very dependable. As wicket-keeper, Strange was definitely an asset to the side—his experience alone being of great value.

The Other Teams.

Of the other teams, Recreo, H.K.C.C., University, Kowloon, Police and R.A.S.C., have only one more game each while Craigowgower and the Signals still have two outstanding fixtures. The Engineers, however, are very far behind, having only played six of their ten games and I am wondering whether they will complete their programme.

Recreo had had luck in losing to the Indians so early in the season for I firmly believe that had they won, nothing would have held them back and if any team deserves championship honours, they do. Year in and year out they have finished second or third and I think it is hard lines that they cannot gain promotion to the premier division. Perhaps they will win next season, and if they have the same team out, I do not see any reason why they should not. Like all the other teams, they had their share of bad luck when A. P. Outerra had to drop out of the side following an attack of typhoid but I am pleased to be able to say that he is quite all right again and will be fit to take active part in the game next winter.

The positions of the teams, up-to-date, are:—

P.	W.	D.	L.	Pts.
C.S.C.C.	10	0	0	20
Recreo	10	0	3	12
H.K.C.C.	8	3	1	18
University	4	4	3	10
K.C.C.	4	4	3	10
Police	9	2	2	18
R.A.S.C.	0	2	1	0
C.C.C.	8	1	3	16
R.C.S.	8	1	0	16
R.E.	6	0	0	12

LOCAL HOCKEY.

CLUB TEAM FOR TO-MORROW.

The following will represent the Club v. Jai Regiment at the Marina ground at 5.15 p.m. to-morrow:—Gregory, J. Rodger, A. Boelhe, J. Noronha, A. Dand, W. Reed, H. Owen Hughes, G. E. R. Divott, G. Skipp, C. Francis, and G. P. Loan.

YACHTING.

PRESENTED CUP (LADIES).

"I," "Y" AND "G" CLASSES.

The race for the Presented Cup (Ladies) in the "I," "Y" and "G" classes, was run yesterday afternoon and resulted as follows:—

Course.	1.	Channel Rocks (P.)	2.	Kowloon Rock (P.)	3.	Mark on Line (S.)	Distance.	4.20 miles.	Started at	3.10 p.m.
Bluejacket.	Mrs. Pickering	4.57.23	4.56.30	1						
Daphne.	Mrs. Adams	4.55.17	4.57.14	2						
Why Wonder!	Mrs. Thorpe	4.53.00	4.59.00	3						
	Mrs. Fowkes	5.03.30	5.02.50	4						

H.K.C.C. TENNIS TOURNAMENT.

NO PLAY YESTERDAY.

Weather conditions made any play yesterday out of the question, all matches being in consequence postponed.

To-day's programme is:—

Open Doubles.

M. W. Lo and M. K. Lo v. Ho Ka Lau and Yew Man Kit.

Handicap Singles "A."

H. J. Armstrong (owe 15) v. N. L. H. Raiton (rec. 5/6).

Foley (ser.) v. R. M. Henderson (rec. 2/6).

Handicap Doubles.

Stock and Humphreys (rec. 5/6) v. Nash and Hill (owe 2/6).

S. E. Green and D. S. Green (owe 15) v. Lee and Stubb (ser.).

H. Owen Hughes and G. R. More (owe 15) v. Low and Dowley (rec. 5/6).

Club Championship.

A. L. Sullivan v. R. H. Wild.

Handicap Singles "B."

Ferguson (owe 3/6) v. Rodger (owe 3/6).

TAIKOO SHOOTING.

SWIRE CUP COMPETITION.

The eighteenth competition for the Taikoo Volunteer Challenge Cup was held at the Taikoo Rifle Range on Sunday, when the following practices were carried out:—

- 1.—200 Yards, deliberate, 4 ft. musketry target; 5 rounds.
- 2.—300 Yards, snaphooting, 22 ft. snaphooting target; 5 rounds.
- 3.—300 Yards, snaphooting, 4 ft. musketry target; 5 rounds.
- 4.—300 Yards, rapid, 4 ft. musketry target; 10 rounds.
- 5.—500 Yards, deliberate, 6 ft. musketry target; 5 rounds.

The total "possible" number of points is 115.

There were eleven competitors, and after a very keen contest, Mr. A. McIndoe (scratch) won with an aggregate of 101 points.

A consolation prize, kindly presented by Mr. J. D. Danby to the runner-up, was won by Mr. D. C. Walsley (scratch) with a total of 100 points. Mr. O. H. Summers (scratch) was third with a score of 88.

The cup, presented by Mr. G. W. Swire, is a handsome one made of English silver and mounted on a blackwood stand, surrounded with small shields on which the winner's name is inscribed each year. The trophy has to be won three times before becoming the property of the winner, but each holder receives a miniature cup—an exact replica in design of the original.

The competition first started in 1903, and previous winners are:—Messrs. B. F. Chapman, W. M. Scott, (twice), D. Young, W. Budge, G. E. Stewart, W. J. Eldridge (twice), C. H. Summers (twice), M. A. McIntosh, W. E. Price, D. C. Walsley, K. McLennan and T. S. Marshall.

FANLING GOLF.

CAPTAIN'S CUP COMPETITION.

The following were the results of week-end golf at Fanling for the Captain's Cup:—

Old Course: J. W. Mayhew 91—14=77, qualifies. Other score: C. Johnson 89—10=78. There were 34 entries.

New Course: Commr. Hole 101—18=83, qualifies. There were two entries.

THE WESTMINSTER BY-ELECTION.

SCENES WHEN THE POLL WAS DECLARED.

CHEERS FOR MR. DUFF COOPER AND MR. BALDWIN.

London, March 20.—The announcement of the result of the St. George's by-election, at 11.15 last night, was the signal for a tremendous outburst of enthusiasm from the crowd which had assembled outside Caxton Hall, where the votes were counted.

"I think it has been a great victory for what I believe is the true interest of the Conservative party," said Mr. Duff Cooper. "I hope that the Conservative party will derive from this only one lesson—that they must in future stand together behind one leader."

Sir Ernest Petter associated himself with all Mr. Duff Cooper had said regarding the effect which they all hoped the result would have on the future of the Conservative party and of the country.

For an hour afterwards the crowd—estimated at 10,000 persons—remained cheering outside the hall. Both candidates had to be smuggled out by a back exit strongly guarded by policemen.

Again and again cheers were called for Mr. Baldwin, and there were repeated cries of "Good old Baldwin," "God bless Baldwin," and "The right man is in."

Out of a total electorate of 20,996 men and 32,013 women, 23,774 (83.3 per cent.) recorded their votes.

VAST CROWD CHEERS FOR AN HOUR.

By eleven o'clock the crowd outside Caxton Hall, which had been gathering since nine, had reached 10,000. Many were in evening dress. Cheers and counter-cheers, catcalls and challenges filled the interval of waiting.

It was a quarter-past eleven when the first news of the result became known, but the actual announcement went unheard in the continuous cheering.

Fifty or sixty police, some on horseback, were almost lost in the sway and tumult of the crowd. Several women fainted and had to be lifted over the heads of the throng and carried inside the hall.

At half-past eleven Mr. Duff Cooper's appearance with Lady Diana at the foot of the steps was the signal for a fresh outburst of greater volume than ever. In the blaze of the floodlights both were hoisted shoulder high, amid delirious cheering.

At one moment Sir Ernest Petter submitted to the same compliment, but soon exchanged this excited position for a safer footing on level ground.

Address Unheard.

A few moments later Mr. Cooper mounted the railings in front of the hall and tried to address the crowd. Twice he got as far as "Ladies and gentlemen," but twice he had to give up the attempt and submit to a fresh chorus of incoherent and ecstatic cheering.

Every time a voice lifted itself above the hubbub, it was to proclaim some such message as "Duff Cooper's in, Hooley!" and echo answered accordingly. Then one stentorian pair of lungs gave out, "Three cheers for Stanley Baldwin!" These were given with enthusiasm, followed by calls of "Good old Stanley" and another frenzy of cheers.

In the course of another interval of struggling and cheering several cries were raised for the production of the figures. By midnight Mr. Duff Cooper and Lady Diana had departed. Capt. Rogers, the ex-Mayor of Westminster, threw open the window of the counting chamber on the first floor and silenced the crowd at last.

Then, and not till then, the multitude heard the full measure of the victory, and the excitement that ensued was greater than ever. Finally, but not until after midnight, the crowd melted away.

"A GREAT VICTORY."

Mr. Duff Cooper's Thanks.

Proposing a vote of thanks to the Returning Officer, before leaving the hall, Mr. Duff Cooper said: "It has been an unpleasant election fight, and hard words have been used, but now it is all over I hope that we, as English people, will preserve that tradition which has always been prominent in English public life that, when a verdict has been given, we accept it and we feel no animosity against those who fought against us."

"I have no feeling of animosity whatever against Sir Ernest Petter, or any of those who supported him. I think he has fought this fight in the good old English spirit. He has fought it fairly; he has fought it cleanly. He has not said a word throughout his campaign to which I could object."

(Continued at foot of next column.)

MR. TOLLEY WINS APPEAL.

CHOCOLATE FIRM'S ADVERTISEMENT.

The House of Lords, allowed the appeal of Mr. Cyril Tolley, the amateur golfer, and reversed the judgment of the Court of Appeal. They ordered a new trial, limited to damages, of the action by Mr. Cyril Tolley against J. S. Fry and Sons, Ltd., for damages for alleged libel in a chocolate advertisement.

During 1928 Messrs. Fry advertised their goods by publishing in newspapers caricatures of persons well known to the public in sport or politics. A cartoon was published relating to Mr. Tolley containing a caricature of him driving a golf ball with a cart of chocolate in his pocket, his caddy being depicted waving another. Mr. Tolley complained that Messrs. Fry thereby meant, and were understood to mean, that he agreed or permitted his portrait to be exhibited for the purpose of advertisement.

The action was tried before Mr. Justice Acton and a special jury, and Mr. Tolley was awarded £1,000 damages. The Court of Appeal came to the conclusion that the damages were excessive and that there ought in any event to be a new trial on that ground, but the majority of the Court further held that there was no case to go to the jury, and they directed that judgment should be entered for Messrs. Fry.

"Rather Bad Form."

Viscount Hailsham, in moving that the appeal be allowed and that the new trial be limited to the assessment of damages, said: "I am not satisfied that it would not be open to a jury, acting on their own knowledge as ordinary citizens, to assume that no reputable firm would have the affrontery and bad taste to take the name and reputation of a well-known man for an advertisement commending their goods without first obtaining his consent. If evidence was necessary he thought it was to be found in the correspondence between Messrs. Fry and their advertising agency, Messrs. Fry expressed themselves as unwilling to allow their agents to ask the consent of the persons whose names they were proposing to use because, as they said, they felt it was 'rather bad form.'"

"Why," remarked Lord Hailsham, "it should be regarded as bad form to ask the consent of any individual to the use of his name in this manner and yet unobjectionable to use his name without his consent? I am unable to understand." He thought there was evidence entitling the jury to hold that the publication did imply to the ordinary reader that Mr. Tolley lent himself to the advertising scheme. His lordship accepted the decision that £1,000 was too much.

Viscount Dunedin and Lords Buckmaster and Tomlin concurred. Lord Blanesburgh dissented.

GERMANS MAY ENTER NEW GUINEA.

Berlin, April 4.—The Press features a report from Melbourne stating that the restrictions on German citizens entering New Guinea have now been completely withdrawn.

"I think it has been a great victory for what I believe is the true interest of the Conservative party, and I hope that the Conservative party, which I belong to and have always belonged to, will derive from this only one lesson, and that is that they must in future stand together behind one leader."

Sir Ernest Petter's Hope.

Sir Ernest Petter, who seconded the vote of thanks, associated himself with every word Mr. Duff Cooper had said with regard to the effect which they all hoped that election would have on the future of the Conservative party and of this country.

"I thank Mr. Duff Cooper from my heart," he continued, "for the kind words he has used as to the way I fought this election. What-over feeling may be entertained as to my coming forward on this occasion, I can say that, rightly or wrongly, my presence here has been due to one reason only, and that is the desire to do something for the country in its present most difficult and dangerous situation."

"It has been, as Mr. Duff Cooper has said, a difficult election to fight. Very great feeling has been aroused, and on both sides words have been said, methods have been adopted which I am sure I should be right in saying neither he nor I would have authorized."

"I hope we shall go on working together under one who shall lead us."—London Daily Telegraph.

TREATY REPORTS DENIED.

NO SECRET CLAUSES IN CUSTOMS AGREEMENT.

Vienna, April 4.—A number of papers in Prague and Paris having published stories that there are secret clauses to the Austro-German customs agreement or alternately that besides the economic pact a political agreement had also been arrived at, it is authoritatively declared here that there is absolutely no foundation whatever for such rumours.

The Press furthermore points out that behind the enormous uproar that arose in certain quarters and especially in Paris when the customs agreement was published, was at least in part the desire to divert public attention from the difficulties that had arisen with regard to the rather too much advertised naval agreement which the public had been led to regard as an already accomplished fact whereas some important details on which the experts could be trusted to disagree had been left untouched, thereby undoing much of the good work done by the statement.

JUST ARRIVED A SHIPMENT OF

TUBORG BEER

TUBORG



Purveyors to
The Royal Danish
Court.

The most popular
Danish Beer
on the Market.

SOLE AGENTS:

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WINE & SPIRIT MERCHANTS,

St. George's Buildings, No. 2, Ice House Street,

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HONG KONG.

Made
from
the
Fresh
Fruit.

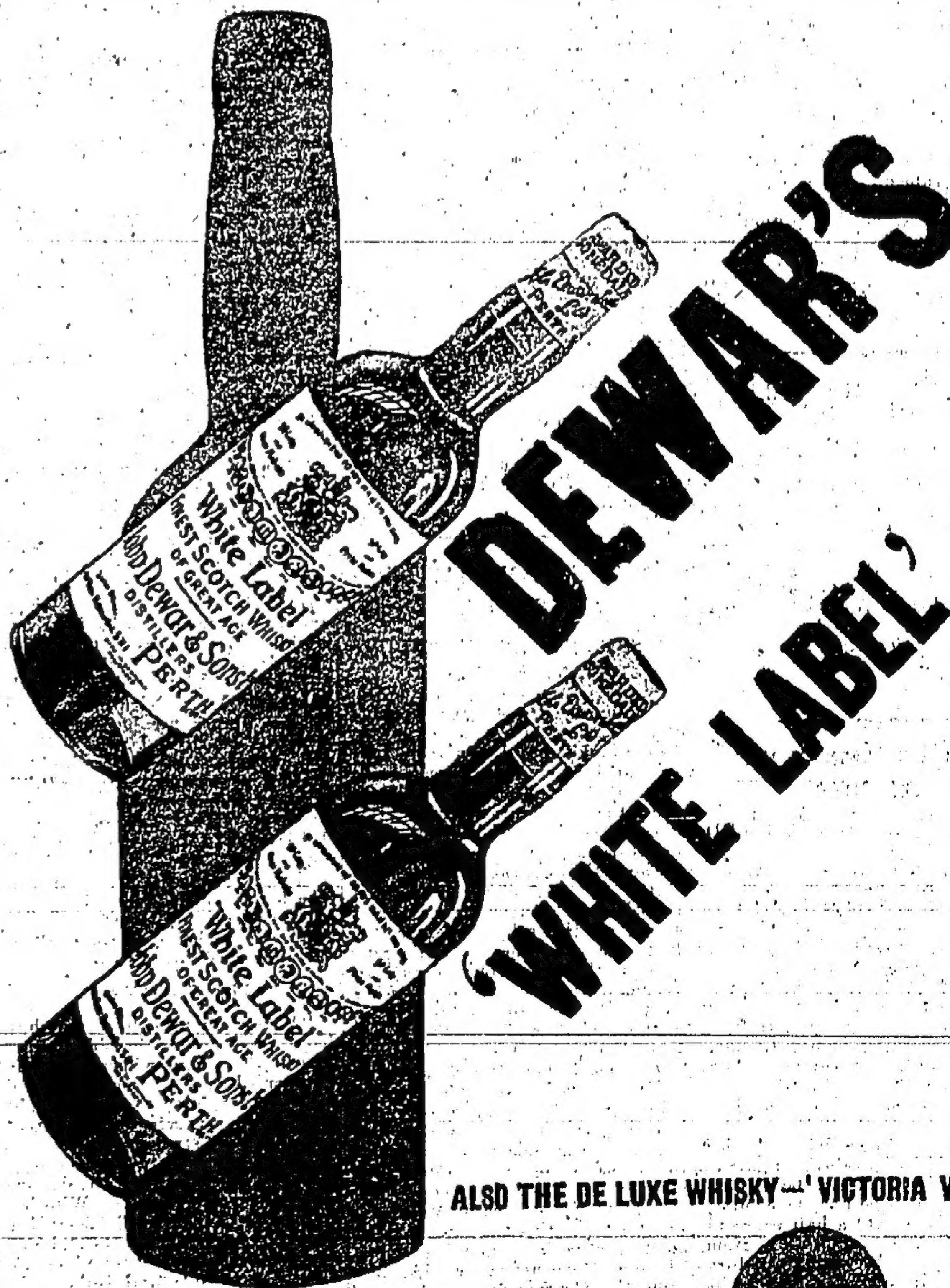
Three Good Things
For the Hot Weather
in the original embossed bottles

DELICIOUS
WHOLESOME
REFRESHING

Rose's
LIME JUICE

Rose's
LEMON SQUASH

Rose's
ORANGE SQUASH



ALSO THE DE LUKE WHISKY—VICTORIA VAT

THE HONGKONG & SHANGHAI HOTELS, LTD.

THE STEAM LAUNDRY COMPANY.
Head Office and Works:—Mongkok, Tel. 57032. (Kowloon Hotel Depot)
Hong Kong Depot:—6, Stanley St., Tel. 21279. (Peak Hotel Depot)
Peninsula Hotel (Visitors only). Hong Kong Hotel (Visitors only.)

THE WING ON CO., LTD.
(Music Department).

1A, CHATER ROAD.
TEL. 21783.

As to the relationship between Lady Rosemond and her husband, Lord Merrivale was satisfied, by witnesses who had given accounts of what happened indoors, that in the intervals of his violent outbursts when he was dangerous to his wife and utterly incoherent, Mr. Christie appeared to have as much affection as he ever had for

The President is not yet in possession of reports regarding the silver situation. From various Government departments and until he receives these reports he will not determine what his attitude will be toward the requests of the American Senate.

It is believed that because of India as a factor in the world silver situation the President will proceed cautiously in deciding whether the American Government as such should interfere in any way in the little metal commodity market. It is likely that the nature of the discussions which are to take place in Washington while Mr. Norman is here will never be made public.

Lord Merrivale, having arrived at those conclusions, pronounced against the will of 1925 and in favour of the will of 1901.

Counsel addressed the Court on the question of costs, and Lord Merrivale reserved judgment on this matter.

Colonel Bailey, said:—
"The Colonel's honour has been cleared in this matter, and with regard to the incident of July 18 he desires to say that at that time he was suffering under a sense of wrong. He does not attempt to justify what he did on that day, and tenders his apology to Mr. Fuller for what took place."



DODWELL & CO., LTD.
Agents.

TEL. ADDRESS: "TAINOODOCK, HONG KONG."
TELEPHONE: 39211
CALL FLAG: "C" OVER "AM. FREEMANTL."

ARRIVALS.

April 12.

Agamemnon, British str., 4,830 tons, Capt. W. Beewick, from Singapore, Holt's Wharf.—B. & S.

Chinshu, British str., 1,353 tons, Capt. B. H. Histed, from Hoihow, buoy No. B20.—B. & S.

Dorsey, German str., 1,083 tons, Capt. J. Bruhn, from Kinshoo, buoy No. C4.—Chau Yue Ting.

Hikawa Maru, Japanese str., 11,621 tons, Capt. S. Akiyoshi, from Seattle, via Shanghai, Kowloon Wharf.—N.Y.K.

Hong Hwa, British str., 1,924 tons, Capt. J. H. Gregory, from Singapore, buoy No. A10.—Ho Thong & Co.

Kaitangata, British str., 1,202 tons, Capt. G. H. Wilkins, from Swatow, Yammah Anchorage.—Williamson & Co.

Menado Maru, Japanese str., 1,283 tons, Capt. Kawamura, from Huihung, O.S.K. Wharf.—O.S.K.

Singapore Maru, Japanese str., 1,503 tons, Capt. S. Kojima, from Swatow, buoy No. C3.—N.Y.K.

Toumshu, British str., 4,247 tons, Capt. A. Chalmers, from Singapore, Leitchok Anchorage.—Standard Oil Co.

Tsainan, British str., 2,100 tons, Capt. W. Shaw, from Amoy, buoy No. A12.—B. & S.

April 13.

Change, British str., 2,570 tons, Capt. P. Granhill, from Manila, Holt's Wharf.—B. & S.

Chungking, Chinese str., 447 tons, Capt. Kwok Shau, from Tourane, buoy No. B21.—Yau Lee & Co.

General Metinger, French str., 18,000 tons, Capt. Brun, from Marseilles, Kowloon Wharf.—M. M.

Holios, Norwegian str., 1,413 tons, Capt. T. Olsen, from Swatow, buoy No. C3.—Thoresen & Co.

Kalkan, British str., 1,556 tons, Capt. C. P. Miller, from Swatow, buoy No. B14.—B. & S.

Kangawa Maru, Japanese str., 3,600 tons, Capt. A. Ito, from Mito, buoy No. A1.—N.Y.K.

Lina, British str., 1,350 tons, Capt. J. Layton, from Canton, buoy No. B9.—B. & S.

Paling Maru, Japanese str., 1,607 tons, Capt. K. Minaka, from Canton, buoy No. C2.—N.Y.K.

Ionie Star, British str., 2,044 tons, Capt. S. W. Sapon, from Singapore, Kowloon Wharf.—Dodwell & Co.

Proetus, Norwegian str., 1,023 tons, Capt. S. Larsen, from Bangkok, buoy No. C9.—K. Larsen & Co.

Pres. McKinley, American str., 8,400 tons, Capt. R. E. Carey, from Manila, Kowloon Wharf.—Dollar S.S. Co.

Shun Chih, Chinese str., 1,201 tons, Capt. T. Thorbjornsen, from Saigon, buoy No. C6.—Chang Tong Ha.

Sinking, British str., 1,010 tons, Capt. C. H. Jones, from Canton, buoy No. A15.—B. & S.

Tjinegara, Dutch str., 5,783 tons, Capt. P. Weide, from Amoy, buoy No. A4.—J.C.J.L.

Wing Wo, Portuguese str., 403 tons, Capt. I. D. de Lencos, from K. C. Wan, Sankong Wharf.—Wo Hop & Co.

Wong Shek Kung, Chinese str., 1,070 tons, Capt. A. Laibovetsky, from Saigon, buoy No. B5.—Kung Chung & Co.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the a.s. Changto:—Mr. Baron, Mr. Clarke, Miss Eliza A. E. Crasby, Mrs. L. A. Holt, Miss D. L. Holt, Mr. and Mrs. Austin Hopfer and infant, Mr. and Mrs. Leewitz, Mr. and Mrs. E. Lester, Miss I. D. Moorhead, Mr. Schmolzer, Mr. and Mrs. C. Taft, Miss C. A. Taft, Miss S. C. Taft, Miss M. B. Taft, Mr. and Mrs. E. Thomas, Mrs. Turnbull, Miss Turnbull, Mrs. T. A. Urquhart.

The following passengers arrived yesterday by a.s. President McKinley:—Mr. Santiago Artigao, Miss Solad Artigao, Mr. F. Audran, Mr. Juan Asan, Mr. Agusto Barrios, Mrs. K. Barrios, Mr. R. O. Beaumont, Miss M. Bernalin, Mr. E. Duran, Mr. D. N. Denholm, Mrs. L. Guernsey, Mr. Antonio Gomez, Mrs. R. L. Hobbs, Miss L. Hudson, Mr. G. Hailey, Miss E. Hofieno, Mr. O. Holmes, Mrs. E. de Lopez, Mr. B. Legardo, Mrs. B. Legardo, Master B. Legardo, Miss M. Maltby, Miss G. Martenot, Mr. M. Martenot, Mr. A. Sturmer, Mr. A. Oke, Mr. S. Otedahl, Miss M. Otedahl, Mr. and Mrs. R. O. Otedahl, Miss I. Ocol, Mr. H. Podolsky, Dr. and Mrs. G. Rayes, Mr. E. Dr. Shank, Mr. H. Stower, Mrs. P. S. Theiss, Mr. S. Tulaimba.

ADVERTISED SAILINGS FROM HONG KONG

ALEXANDRIA.

Pres. Adams, Dollar, April 10.

Pros. Harrison, Dollar, May 3.

Pros. Hayes, Dollar, May 17.

AMOI.

Haiyang, Douglas, April 14.

Tsinan, B. & S., April 15.

Tjibadak, J.C.J.L., April 16.

Haiching, Douglas, April 17.

Haiching, Douglas, April 21.

Chipsing, Jardine's, April 24.

Huichow, B. & S., May 1.

ANTWERP.

Hakozaki Maru, N.Y.K., April 18.

Scandia, Mannera, April 20.

Soudan, P. & O., May 2.

Terukuni Maru, N.Y.K., May 2.

Danmark, Mannera, May 8.

Kalyan, P. & O., May 9.

Hakusan Maru, N.Y.K., May 10.

AUSTRALIAN PORTS.

Change, B. & S., April 21.

Kamo Maru, N.Y.K., April 22.

Nolloro, E. & A., May 1.

Taiping, B. & S., May 19.

Kitao Maru, N.Y.K., May 23.

BALTI PORTS.

Scandia, Mannera, April 20.

Danmark, Mannera, May 8.

BALTIMORE.

Tweedbank, Bank, May 4.

SANGKOK.

Kalkan, B. & S., April 19.

SARCELONA.

Burgenland, Jelsen, April 20.

Fulda, Melchers, May 2.

SILVANIA-DELL.

Van Heuts, J.C.J.L., April 23.

SOMBA.

Pilana, Dodwell's, April 10.

Tottori Maru, N.Y.K., April 27.

Yamagata Maru, N.Y.K., April 27.

Kidderpore, P. & O., May 5.

Col. de Lana, Dodwell's, May 10.

Iyo Maru, N.Y.K., May 11.

Cracovia, Dodwell's, May 17.

Comorin, P. & O., May 23.

JUSTON.

Tai Ping Yang, Dodwell's, April 18.

Pres. Adams, Dollar, April 10.

Chinese Prince, Furness, April 21.

Tsuyama Maru, N.Y.K., May 2.

Pros. Harrison, Dollar, May 3.

Tweedbank, Bank, May 4.

Pros. Hayes, Dollar, May 17.

Sinames, Prince, Furness, May 10.

Asuka Maru, N.Y.K., May 23.

SEEMEN.

Franken, Melchers, April 25.

Fulda, Melchers, May 2.

Trave, Melchers, May 17.

BRINDISI.

Pilana, Dodwell's, April 10.

Col. de Lana, Dodwell's, May 10.

Cracovia, Dodwell's, May 17.

CALCUTTA.

Muroran Maru, N.Y.K., April 16.

Talma, B.I., April 18.

Yuenang, Jardine's, April 21.

Akita Maru, N.Y.K., April 29.

Takada, B.I., May 3.

Kumang, Jardine's, May 8.

Sirdhana, B.I., May 13.

Suisang, Jardine's, May 13.

CASA BLANCA.

Persous, B.F., April 25.

Kalyan, P. & O., May 9.

CHEFOO.

Kueichow, B. & S., April 21.

Huichow, B. & S., May 1.

COLOMBO.

Angers, M.M., April 14.

Hector, B.F., April 15.

Hakozaki Maru, N.Y.K., April 18.

Pilana, Dodwell's, April 19.

Pros. Adams, Dollar, April 19.

Anchises, B.F., April 21.

Rajputana, P. & O., April 23.

Felix Roussel, M.M., April 23.

Glenluce, Jardine's, April 23.

Tottori Maru, N.Y.K., April 27.

Felix Roussel, M.M., April 27.

Glenluce, Jardine's, April 27.

Yamagata Maru, N.Y.K., April 27.

Soudan, P. & O., May 2.

Terukuni Maru, N.Y.K., May 2.

Pros. Harrison, Dollar, May 3.

Kidderpore, P. & O., May 5.

Kalyan, P. & O., May 9.

Col. de Lana, Dodwell's, May 10.

Iyo Maru, N.Y.K., May 11.

Aeneas, B.F., May 12.

General Metinger, M.M., May 12.

Hakusan Maru, N.Y.K., May 10.

Cracovia, Dodwell's, May 17.

Pros. Hayes, Dollar, May 17.

COPENHAGEN.

Selandia, Mannera, April 20.

Danmark, Mannera, May 8.

DALNY.

Liangchow, B. & S., April 20.

Sarpodon, B.F., May 2.

DUTCH PORTS.

Oldenburg, Jelsen, April 14.

Hector, B.F., April 15.

City of Khios, Bank, April 16.

Hakozaki Maru, N.Y.K., April 18.

Selandia, Mannera, April 20.

Anchises, B.F., April 21.

Burgenland, Jelsen, April 22.

Franken, Melchers, April 25.

Glenluce, Jardine's, April 25.

Persous, B.F., April 25.

Fulda, Melchers, May 2.

Soudan, P. & O., May 2.

Terukuni Maru, N.Y.K., May 2.

Danmark, Mannera, May 8.

Kalyan, P. & O., May 9.

Col. de Lana, Dodwell's, May 10.

Aeneas, B.F., May 12.

General Metinger, M.M., May 12.

Hakusan Maru, N.Y.K., May 10.

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Hakusan Maru, N.Y.K., May 10.

Cracovia, Dodwell's, May 17.

Pros. Hayes, Dollar, May 17.

LIVERPOOL.

Teiresias, B.F., April 20.

Toyooka Maru, N.Y.K., May 15.

Elpenor, B.F., May 20.

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Kidderpore, P. & O., May 5.

Kalyan, P. & O., May 9.

Col. de Lana, Dodwell's, May 10.

Iyo Maru, N.Y.K., May 11.

Aeneas, B.F., May 12.

General Metinger, M.M., May 12.

Hakusan Maru, N.Y.K., May 10.

Cracovia, Dodwell's, May 17.

Pros. Hayes, Dollar, May 17.

LONDON.

Hector, B.F., April 15.

City of Khios, Bank, April 16.

Hakozaki Maru, N.Y.K., April 18.

Pilana, Dodwell's, April 19.

Pros. Adams, Dollar, April 19.

Anchises, B.F., April 21.

Rajputana, P. & O., April 23.

Felix Roussel, M.M., April 23.

Glenluce, Jardine's, April 23.

Tottori Maru, N.Y.K., April 27.

Felix Roussel, M.M., April 27.

Glenluce, Jardine's, April 27.

Yamagata Maru, N.Y.K., April 27.

Soudan, P. & O., May 2.

Terukuni Maru, N.Y.K., May 2.

Pros. Harrison, Dollar, May 3.

Kidderpore, P. & O., May 5.

Kalyan, P. & O., May 9.

Col. de Lana, Dodwell's, May 10.

Iyo Maru, N.Y.K., May 11.

Aeneas, B.F., May 12.

General Metinger, M.M., May 12.

Hakusan Maru, N.Y.K., May 10.

Cracovia, Dodwell's, May 17.

Pros. Hayes, Dollar, May 17.

LONDON.

Hector, B.F., April 15.

City of Khios, Bank, April 16.

Hakozaki Maru, N.Y.K., April 18.

Pilana, Dodwell's, April 19.

Pros. Adams, Dollar, April 19.

Anchises, B.F., April 21.

Rajputana, P. & O., April 23.

Felix Roussel, M.M., April 23.

Glenluce, Jardine's, April 23.

Tottori Maru, N.Y.K., April 27.

Felix Roussel, M.M., April 27.

Glenluce, Jardine's, April 27.

Yamagata Maru, N.Y.K., April 27.

Soudan, P. & O., May 2.

Terukuni Maru, N.Y.K., May 2.

Pros. Harrison, Dollar, May 3.

Kidderpore, P. & O., May 5.

Kalyan, P. & O., May 9.

Col. de Lana, Dodwell's, May 10.

Iyo Maru, N.Y.K., May 11.

Aeneas, B.F., May 12.

General Metinger, M.M., May 12.

Hakusan Maru, N.Y.K., May 10.

Cracovia, Dodwell's, May 17.

Pros. Hayes, Dollar, May 17.

LONDON.

Hector, B.F., April 15.

City of Khios, Bank, April 16.

Hakozaki Maru, N.Y.K., April 18.

Pilana, Dodwell's, April 19.

Pros. Adams, Dollar, April 19.

Anchises, B.F., April 21.

Rajputana, P. & O., April 23.

Felix Roussel, M.M., April 23.

Glenluce, Jardine's, April 23.

Tottori Maru, N.Y.K., April 27.

Felix Roussel, M.M., April 27.

Glenluce, Jardine's, April 27.

Yamagata Maru, N.Y.K., April 27.

Soudan, P. &

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVI-
GATION CO., LTD.

CONSIGNEES per O.C.'s Vessel
"AGAMEMNON"
FROM UNITED KINGDOM VIA
SINGAPORE
are hereby notified that their Cargo will
be discharged into Holt's Wharf, Kowloon,
where it will be at Consignee's risk and
subject to Terms and Conditions of
Storage at Holt's Wharf. The Cargo
will be ready for Delivery from Godown
on and after 13th April.
Optional Cargo will not be landed here,
unless Notice has been given prior to
Vessel's arrival, but carried on from
port to port to the final port of call to
which the option extends.
All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays and
Fridays between the hours of 10.45 a.m.
and Noon, within the Free Storage period.
No Claims will be admitted after the
Goods have left the Vessel's Godowns,
and all Goods remaining undelivered after
the 18th April will be subject to Rent.
All Claims against the Vessel must
be presented to the Underwriter on or
before the 4th May, or they will
not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
13th April, 1931. [611]

SERVICES CONTRACTUERS DES
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "GENERAL METZINGER."
ARRIVED HONG KONG ON
MONDAY, 12th APRIL, 1931.
FROM MARSEILLES, etc.

CONSIGNEES of Cargo by the
above-named Steamer are hereby
informed that their Goods with the
exception of Opium, Firearms and Val-
uables are being landed and placed at
their risk in the Godowns of the Hong
Kong and Kowloon Wharf and Godown
Co., Ltd., Kowloon, whence Delivery can
be obtained as the Goods are landed.
Goods not cleared within 7 days, in-
cluding date of arrival, will be subject to
Rent.
All Claims must be sent to the Under-
writer before Wednesday, the 22nd Apr.,
1931, or they will not be recognized.
Damaged Packages must be left in
the Godowns for examination by the
Consignee and the Company's Sur-
veyors, Messrs. Goddard & Douglas, at
10 a.m. on Monday, the 20th April,
1931.
No Claims will be admitted after the
Goods have left the Godowns, and
all Goods remaining undelivered after
the 17th instant will be subject to Rent.
All Claims against the Steamer must
be presented to the Underwriter on or
before the 1st May, 1931, or they will
not be recognized.
No Fire Insurance will be effected by
us in any case whatever.
R. OHL,
Agent.
Hong Kong, 12th April, 1931. [610]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

FROM MIDDLESBRO, SOUTHAM-
TON, LONDON AND STRAITS.

The Steamship
"BENGLOE."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
and/or extra basements Godowns of the
Hong Kong and Kowloon Wharf and
Godown Co., Ltd., Kowloon, whence, and/or
from the wharves Delivery may be
obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
17th instant will be subject to Rent.
All Claims against the Steamer must
be presented to the Underwriter on or
before the 1st May, 1931, or they will
not be recognized.
All broken, chafed and damaged Goods
are to be left in the Godowns, where
they will be examined on the 18th instant,
at 10 a.m., by Messrs. Goddard &
Douglas.
No Fire Insurance will be effected by
GIBB, LIVINGSTON & Co., Ltd.,
Agents.
Hong Kong, 10th April, 1931. [600]

NORDEUTSCHER LLOYD,
BREITENBURG.

THE Steamer
"ALSTER"
having arrived from BREMEN, HAM-
BURG and PORT, Consignees of Cargo
are hereby notified that their Cargo
is being landed at their risk into the
Godowns of the Hong Kong and Kowloon
Wharf and Godown Co., Ltd., Kowloon,
whence Delivery can be obtained.
All Goods remaining undelivered after
the 18th of April, 1931, will be subject
to Rent.
No Fire Insurance will be effected by
us in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee and the Company's Surveyors,
Messrs. Goddard & Douglas, at 10 a.m.
on Monday, the 19th April, 1931.
No Claims will be admitted after the
Goods have left the Godowns and all
Claims must be presented to the Under-
writer before the 1st May, 1931, or they
will not be recognized.
Consignees are requested to surrender
their Bills of Lading to the Underwriter
for Counter-signature.
MEYER & CO.,
Agents.
NORDEUTSCHER LLOYD, BREMEN,
Hong Kong, 12th April, 1931. [606]

THE PERFECT HOLIDAY.

JAVA

Good hotels in cool mountain
resorts.

Good trains, excellent motor-
smoothing asphalt roads.

Regular daily air services.

BALI

Interesting native life.

HONG KONG—MANILA—MAKASSAR—BALI—SOERABAYA—
BATAVIA—HONG KONG.

FARE 244/8. Inclusive of Railway and Aeroplane Fares.

THOS. COOK

You may book with
AMERICAN EXPRESS
JAYA CHINA-JAPAN LIJN

TO BATAVIA—Through Java and Bali back via Makassar.

S.S. "TJISALAK" S.S. "TJILEBOET" S.S. "TJISAROE"
21st April. 6th May. 10th May.

TO BALI via Manila—Makassar—Soerabaya back through Java
via Batavia.

M.S. "TJINIGARA" S.S. "TJIBADAK" S.S. "TJIKEMBANG"
14th April. 28th April. 12th May.

TO AMOY AND SHANGHAI.

S.S. "TJIBADAK" S.S. "TJISAROE"
18th April. 25th April.

For further particulars apply to—

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone 2801E.

HAMBURG-AMERIKA LINIE



FAR EASTERN MAIL—FREIGHT—and
PASSENGER SERVICE—between—
JAPAN, CHINA, HONG KONG, PHIL-
IPPINES, STRAITS SETTLEMENTS,
COLOMBO and EUROPE.

SAILINGS TO EUROPE.

VESSEL	DESTINATION.	LEAVING HONG KONG.
S.S. "OLDENBURG"	(1) Genoa, Dunkirk, Rotterdam & Hamburg	14 Apr.
M.V. "BURGENLAND"	(1) Genoa, Barcelona, Rotterdam & Hamburg	22 Apr.
M.V. "VOGTLAND"	(1) Genoa, Marseilles, Rotterdam & Hamburg	9 May
M.V. "DUISBURG"	(1) Genoa, Rotterdam & Hamburg	23 May

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

VESSEL	FROM	DUE HONG KONG.
M.V. "VOGTLAND"	(1) ...	16 Apr.
M.V. "DUISBURG"	(1) ...	23 Apr.
S.S. "TIRPITZ"	(2) ...	23 Apr.
M.V. "HAYELAND"	(2) ...	9 May
M.V. "SAUERLAND"	(1) ...	24 May

Subject to Alteration without Notice.

- (1) Excellent Accommodation for Passengers. Qualified Surgeon carried.
Fare from Hong Kong to Genoa from 270.0.0.
- (2) Limited Passenger Accommodation. Qualified Surgeon carried.
- (3) Cargo Boat.

For further particulars please apply to Agents—

JEBSEN & CO.

AGENTS.

Tel. 28681.

12, Pedder Street, Hong Kong.

CONSIGNEE NOTICES.

PRINCE LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Motor Vessel
"JAPANESE PRINCE"
having arrived from the above Port on
9th instant, Consignees of Cargo are
hereby notified that their Goods are
being landed at their risk into the
Godowns of the Hong Kong and Kowloon
Wharf and Godown Co., Ltd., Kowloon,
whence Delivery can be obtained.
All Goods remaining undelivered after
the 18th of April, 1931, will be subject
to Rent.
No Fire Insurance will be effected by
us in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee and the Company's Surveyors,
Messrs. Goddard & Douglas, at 10 a.m.
on Monday, the 19th April, 1931.
No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be presented to the Under-
writer before the 1st May, 1931, or they
will not be recognized.
Consignees are requested to surrender
their Bills of Lading to the Underwriter
for Counter-signature.
FURNESS (FAR EAST), LTD.,
Agents.
2nd Floor, King's Building,
Connaught Road,
Telephone 2816E.
Hong Kong, 9th April, 1931. [598]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION Co.'s
STEAMER "KALYAN."

ARRIVED HONG KONG ON
9th APRIL, 1931.

FROM ANTWERP, LONDON, GIBRAL-
TAR, MARSEILLES, MALTA,
PORT SAID, ADEN, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed
and placed at their risk in the Hong Kong
and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and Delivery can be
obtained as the Goods are landed.
Optional Goods will be landed here
unless Instructions have been given to
the contrary six hours before arrival of
the Steamer.
Goods not cleared within 7 days, in-
cluding date of arrival, will be subject to
Rent.
No Fire Insurance will be effected by
us in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee and the Company's Surveyors,
Messrs. Goddard & Douglas, at 10 a.m.
on Mondays and Thursdays, within the
Free Storage period.
All Claims against the Steamer must
be presented to the Underwriter on or
before 29th April, 1931, or they will
not be recognized.
No Claims will be admitted after the
Goods have left the Godowns.
Agents.
MAKINNON, MAKENZIE & Co.,
1601
Hong Kong, 10th April, 1931. [601]

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.				SHAREBROKERS' ASSOCIATION.			
Buyers	Sellers	Size	Normal	Buyers	Sellers	Size	Normal
MONDAY, APRIL 13.							
Banks							
...	\$2,000	H.K. Banks	...	\$2,000	...
...	\$110	Do. (London)	...	...	...
...	\$24	Chartered Banks	...	...	...
...	\$11	Mercantile Bks. "A"	...	...	...
...	Do. "C"	...	...	...
...	Bank of East Asia	...	\$120	...
Insurance							
...	\$1,370	Canton Insurance	...	\$1,365	...
...	Underwriters	...	\$4.40	...
...	North China	...	...	...
...	Union Insurance	...	\$650	...
...	Yangtze Insurance	...	...	...
...	China Fire	...	\$535	...
...	H.K. Fire	...	...	...
Shipping							
...	Douglases	...	\$35	...
...	Steamships	...	...	...
...	Indos (prof.)	...	...	...
...	Do. (def.)	...	...	...
...	Shell Transport	...	63 1/2	...
...	Water-boats, cum. r.	...	...	...
Mining							
...	Benquoite	...	\$10	...
...	Venezuela Gold Flds.	...	\$37 1/2	...
...	Kailans	...	...	...
...	Langkats (comb.)	...	...	...
...	Do. (single)	...	...	...
...	Explorations	...	...	...
...	Shanghai Loans	...	...	...
...	Raubs	...	\$38 1/2	...
...	Trench Mines	...	...	...
...	Docks, Wharves, Godowns, etc.	...	...	...
...	H.K. & K. Wharves	...	\$100	...
...	Providents (old)	...	\$5.40	...
...	Do. (new)	...	...	...
...	H.K. Docks	...	...	...
...	South China Moors	...	...	...
...	Shanghai Docks	...	...	...
...	New Engineering	...	...	...
...	Hongkong	...	...	...
...	Lands, Hotels, and Buildings	...	...	...
...	H.K. & S. Hotels	...	\$14.30	...
...	Do.	...	...	...
...	H.K. Lands	...	...	...
...	Shanghai Land	...	...	...
...	H.K. Realty	...	\$11.20	...
...	Humphreys, cum. rta.	...	...	...
...	Do. rights	...	\$2.75	...
...	Chinese Estates	...	...	...
Cotton Mills							
...	Ewee	...	...	...
...	Shai Cottons	...	...	...
...	Zong Sings	...	...	...
Public Utilities							
...	Tramways	...	\$17.70	...
...	Peak Tram (old)	...	...	...
...	Do. (new)	...	...	...
...	Star Ferries	...	...	...
...	China Light	...	\$25.30	...
...	H.K. Electric	...	\$78	...
...	Macao do	...	...	...
...	Sandakan Lights	...	...	...
...	Telephones (fully pd.)	...	...	...
...	Do. (part pd.)	...	...	...
...	China Buses	...	...	...
...	Tramways	...	...	...
...	Do. (part pd.)	...	...	...
Industrials							
...	Caldbeck, (ord.)	...	...	...
...	Macgregor (pref.)	...	...	...
...	Canton Ice	...	\$3.25	...
...	Cementa (comb.)	...	\$17.25	...
...	Do. (old)	...	...	...
...	Do. (new)	...	...	...
...	Ropes	...	\$14	...
...	China Sugars	...	\$14.50	...
...	Malabon Sugars	...	...	...
Miscellaneous							
...	Dairy Farms	...	\$20 1/2	...
...	Der A. Wings	...	...	...
...	Amusements, (old)	...	...	...
...	Do. (new)	...	...	...
...	China Entertainment	...	\$19 1/2	...
...	Constructions	...	...	...
...	Lane Crawford	...	...	...
...	Macintoshes	...	...	...
...	Nanyang Tobacco	...	...	...
...	Singapore	...	...	...
...	Waterworks	...	...	...
...	Wm. Powell	...	...	...
...	B. Ind. G. & Bonds	...	...	...
...	H.K. Govt. Loans	...	\$105	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS	SUNDAYS & HOLIDAYS
	FROM G.P.O.	FROM SHANGHAI BRANCH P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.15 a.m. & 6.00 p.m.
Macao & Tientsin	7.15 a.m. & 1.15 p.m.	7.15 a.m. & 1.15 p.m.
Kowloon (except Saturdays)	6.00 p.m.	6.00 p.m.
Kowloon (except Saturdays)	6.00 p.m.	6.00 p.m.
Fatshan (By Train)	7.15 a.m.	7.15 a.m.
Tai O	9.00 a.m. & 2.00 p.m.	9.00 a.m. & 2.00 p.m.
Tai Po	9.00 a.m. & 2.00 p.m.	9.00 a.m. & 2.00 p.m.
Shumoban	9.00 a.m. & 2.00 p.m.	9.00 a.m. & 2.00 p.m.
Chungshing	12.00 p.m. & 4.00 p.m.	12.00 p.m. & 4.00 p.m.
Aberdeen	8.30 a.m.	8.30 a.m.
Stanley	1.00 p.m.	1.00 p.m.
Antar, Shinghan, Santin, Shatin, Shantank and Shungshui	3.00 p.m.	3.00 p.m.
Haihung, Wantsa, Shaki & Taping Funtai	4.30 p.m.	4.30 p.m.
	7.00 p.m.	7.00 p.m.

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic
address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded
"via Siberia" if so superimposed.

INWARD MAILS.

FROM	PER	DUE
SHANGHAI and SWATOW	Swatow	14th April
STRAITS	Van Heuts	14th April
BATAVIA	Tjibadak	14th April
AUSTRALIA and MANILA	Atsano Maru	14th April
JAPAN and SHANGHAI	Angers	14th April
EUROPE via NEAPOLIS (Let. & Papers, London, 19th Mar.)	Hanaka Maru	16th April
EUROPE via NEAPOLIS (Let. & Papers, London, 19th Mar.)	Eurodon	16th April
JAPAN and SHANGHAI	Hakosaki Maru	17th April
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver, B.O. 28th Mar.)	Emp. of Canada	17th April
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 20th Mar.)	Pres. Adams	18th April
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 20th Mar.)	Tuiga Maru	20th April
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 27th Mar.)	Pres. Grant	20th April
JAPAN	Kamo Maru	24th April

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 14th Apr.	9 a.m.
AMOI & SHANGHAI	"TSINAN"	On 15th Apr.	5 p.m.
SHANGHAI	"KANGHOU"	On 16th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 17th Apr.	9 a.m.
SWATOW & SHANGHAI	"SUOCHOW"	On 18th Apr.	9 a.m.
SWATOW, AMOI, SWATOW & STORE	"KALGAN"	On 19th Apr.	2 p.m.
SHANGHAI, NEWBUNG & DALRY	"ANTUNG"	On 20th Apr.	4 p.m.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"LIANGCHOW"	On 20th Apr.	5 p.m.
AMOI & SHANGHAI	"KUEICHOW"	On 21st Apr.	8 a.m.
HONGKOW, PAKHOI & HAIPHONG	"TAIYUAN"	On 22nd Apr.	5 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KIUNGCHOW"	On 24th Apr.	Noon
HONGKOW, PAKHOI & HAIPHONG	"HUICHOW"	On 1st May	8 a.m.
HONGKOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 8th May	Noon

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone 3031.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE - TAIPING (SUNRISE)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 276 RETURN.

LONDON (via Australia) from £138-15-0.

(Australian Newspapers on file)

STEAMER	From Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTIE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	19th May	26th May	29th May	14th June
CHANGTIE	14th June	21st June	24th June	10th July
TAIPING	19th July	26th July	29th July	14th Aug.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG-SHANGHAI

THE EAST ASIATIC CO., LTD.

The M.S. "SELANDIA"

on or about 20th APRIL
for PORT SAID, ANTWERP, ROTTERDAM,
AMSTERDAM, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN
& BALTIC PORTS.

SAILING LIST.

STEAMER	From Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
M.S. "Danmark"	28th April	5th May	8th May	12th May
M.S. "Java"	28th May	28th June	31st June	5th July
M.S. "Malaya"	27th June	28th July	31st July	4th Aug.
M.S. "Africa"	30th July	30th August	31st August	3rd Sept.
M.S. "Chile"	28th August	28th September	31st September	3rd Oct.

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Telephone 24071. MERCHANTS BANK BUILDING, AGENTS.

PRINCE LINE

FREQUENT SERVICE

BOSTON AND NEW YORK

CALLING AT NAPLES

CHINESE PRINCE	April 21st
SIAMESE PRINCE	May 19th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain.)

Telephone 25165. King's Building. Telegrams: Furprince.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 23rd April, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

For Passage, apply—

JAVA-CHINA-JAPAN-LIJN.

Telephone 28015. YORK BUILDING, CHATER ROAD.

SOUTH CHINA MOTOR-SHIPBUILDING & REPAIRING WORKS, LTD.

Installation and Repair of Diesel Engines and Motors for Marine and Stationary a specialty.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

APRIL 12, 1931.																	APRIL 13, 1931.																
STATION	Hour	Barometer at Sea Level		Temperature	Wind	Direction		Force	Direction	Barometer at Sea Level	Barometer at Sea Level		Temperature	Wind	Direction		Force	Direction															
		Inches	Millis.			Inches	Millis.				Inches	Millis.			Inches	Millis.																	
Wladivostok	12	30.06	768.4	89	...	SE	4	b	6	29.97	761.8	35	...	SE	5	1	o																
Nomuro	11	30.10	764.5	...	...	ESE	1	...	5	30.20	767.0	...	...	SSW	1	0	...												
Hakodate	...	30.10	764.5	...	...	WSW	1	...	...	30.18	765.5	...	...	...	1	0	...									
Tokio	...	30.09	763.5	...	...	ENE	1	...	...	30.16	766.0	...	...	NE	1	0	...										
Kochi	...	30.08	762.0	...	...	N	1	0	...	30.04	763.0	...	...	SW	1	1	...												
Nagasaki	...	30.08	764.0	...	...	N	1	...	...	30.06	763.5	...	...	...	...	...	...										
Kagoshima	...	30.02	762.5	...	...	NE	1	1	...	30.04	762.0	...	...	NW	1	0	...												
Oshima	...	30.02	763.5	...	...	N	1	2	...	30.00	762.0	...	...	NE	1	0	...												
Naha	...	30.02	762.5	...	...	NNE	1	1	...	29.98	761.5	...	...	E	1	1	...												
Ishigakijima	...	30.02	762.5	...	...	NW	1	1	...	29.98	761.0	...	...	SE	1	1	...												
Bonin Island	...	30.02	762.5	...	...	S	1	...	...	30.00	762.0	...	...	SE	1	6	o										
Chefoo	...	29.97	761.2	62	...	SW	2	b	6	29.79	755.6	50	...	S	1	6	o																
Shanghai	15	30.12	761.0	59	4	...	2	m	...	30.07	763.2	43	6	SE	8	2	b																
Gutzlaff	...	30.07	763.9	54	...	N	2	o	...	30.13	763.6	50	...	...	...	...	...											
Wenchow	...	30.01	763.2	62	6	E	2	...	...	30.00	762.0	60	6	...	...	0	rf												
Foochow	...	30.05	763.2	67	6	E	4	...	6	...	...	...	...	...	...	...	...								
Amoy	...	30.09	764.4	68	...	ESE	4	...	6	...	...	...	...	...	...	...	...								
Swatow	...	30.03	762.7	73	...	NNE	2	...	5	30.00	761.9	65	...	S	2	o	...																
Taihou	11	30.03	762.7	73	...	NW	2	...	...	29.97	761.2	65	...	...	...	...	...											
Tsichu	...	29.99	761.5	72	...	ENE	2	...	...	29.93	760.1	68	...	NNE	2	o	...														
Tainan	...	30.06	761.9	81	...	NNE	4	...	...	29.92	760.0	72	...	ENE	2	o	...														
Kashan	...	30.02	762.5	72	...	NNE	6	...	...	29.92	760.0	68	...	NH	4	o	...														
Pescadore	...	29.94	760.5	66	6	...	5	od	...	29.90	759.5	64	5	E	4	o	...																
Hong Kong	14	29.93	760.2	73	7	ENE	4	...	6	29.87	758.7	78	6	ENE	4	o	...																
Gap Rock	...	29.92	760.0	68	4	...	4	...	...	29.86	758.5	67	6	...	...	0	...												
Macao	...	29.90	760.2	70	...	NE	4	...	...	29.90	759.4	76	8	SE	2	o	...														
Holow	...	29.82	757.7	77	...	ESE	4	...	7	29.85	758.2	72	6	E	4	o	...																
Prata Island	...	29.79	756.7	85	8	SE	4	bo	...	29.82	757.3	77	8	SSW	4	bo	...																
Prata Island	...	29.86	758.4	86	6	ENE	6	bc	...	29.88	758.8	81	6	ENE	4	bo	...																
Cape St. James	...	29.89	759.1	85	8	NNE	4	bc	6	29.89	759.3	74	8	...	4	bo	...																
Risco	14	29.85	758.8	91	4	N	4	b	...	29.88	759.0	78	0	SSW	2	bo	...																
Agart	...	29.89	759.1	76	...	...	...	...	...	29.86	758.3	81	6	...	6	bo	...											
Tuguegarao	...	29.79	756.6	91	8	N	4	b	...	29.81	759.6	78	9	...	0	bo	...																
Vigan	...	29.84	757.9	81	6	WSW	2	bc	...	29.90	759.4	81	6	...	0	bo	...																
Manila	...	29.84	757.9	81	8	NE	4	bc	...	29.90	759.4	81	6	...	0	bo	...																
Iqnap	...	29.83	757.7	91	8	SW	4	bc	...	29.91	759.8	76	8	...	0	bo	...																
Calbayog	...	29.88	757.7	86	8	S	4	bc	...	29.93	760.2	77	6	...	0	bo	...																
Tacloban	...	29.82	757.4	91	8	NE	4	bc	...	29.91	759.6	79	8	NE	4	bo	...																
Boile	...	29.83	757.7	86	8	SE	4	...	...	29.89	759.3	81	8	...	0	bo	...														
Cebu	...	29.83	757.7	86	8	SE	4	...	...	29.91	759.6	79	4	...	0	bo	...														
Surigao	...	29.89	759.2	...	...	ESE	4	bo	4.22	29.89	759.1	...	...	SE	4	bo	...												
Saipan	11.00	29.89	759.2	...	...	ESE	4	bo	5	29.91	759.7	...	...	ENE	2	bo	...												
Guam	12.22	29.87	758.6	...	...	ENE	4	bo	5	29.91	759.7	...	...	ENE	4	bo	...												
Yap	11.00	29.87	758.6	...	...	ENE	4	bo	5	29.91	759.7	...	...	ENE	4	bo	...												
Palow	...	29.79	756.6	92	...	...	...	...	...	29.87	758.7	79	...	ENE	4	bo	...											
Iabuan	14	29.79	756.6	92	4	SW	4	bc	6	29.83	757.7	77	1	SE	6	bo	...																

April 13d. 10A. 17m.—An anticyclone is central to the north-east of Japan and a depression to the north-west of Korea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inch. Total since January 1, 6.56 inches, against an average of 8.07 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 14.

Forecast
1.—Formosa Channel: ... N.E. winds, moderate.
2.—South coast of China between Hong Kong and Lamook: ... E. winds, moderate; generally overcast, occasional rain.
3.—Hong Kong to Gap Rock: ...
4.—South coast of China between Hong Kong and Hainan: ...

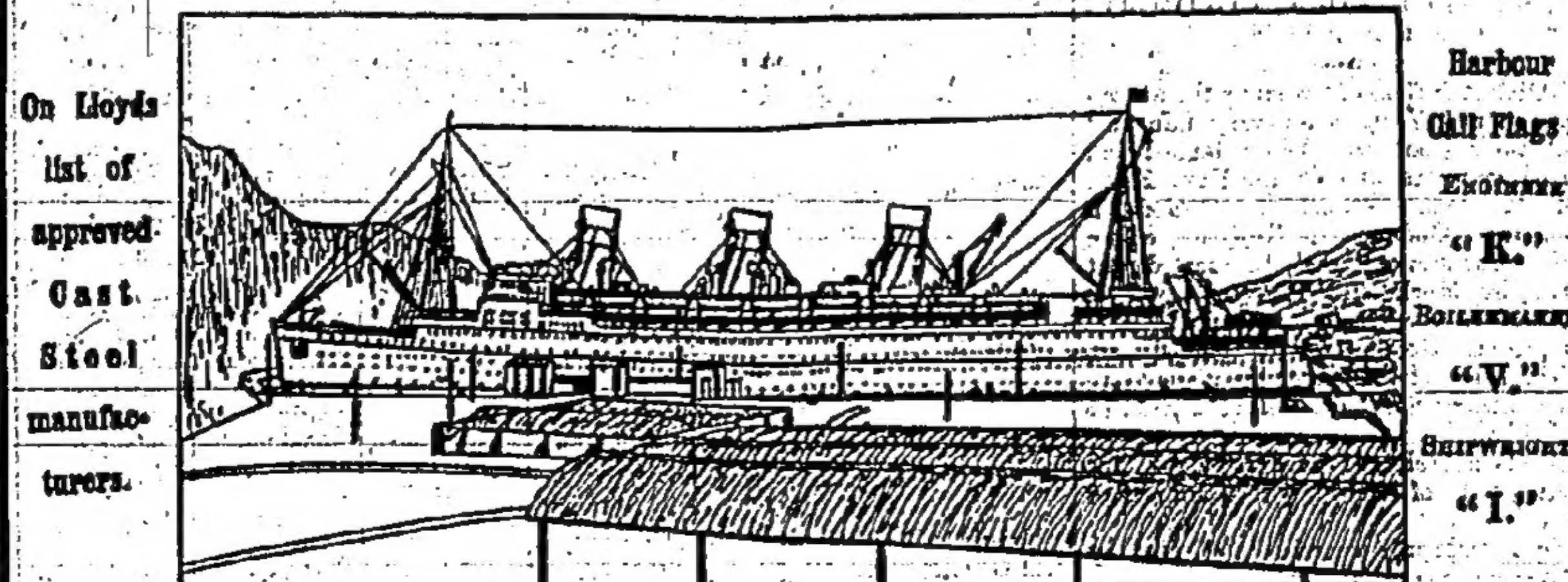
T. F. CLAXTON, Director.

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To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"YATSHING" "KWONGSANG" "HOPSANG" "FOOSHING"	Wed., 15th Apr., at 7 a.m. Sun., 10th Apr., at 7 a.m. Wed., 22nd Apr., at 7 a.m. Sun., 28th Apr., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"TIENSANG" "KUMSANG" "SUISANG"	Tues., 21st Apr., at 3 p.m. Wed., 8th May, at 3 p.m. Wed., 13th May, at 3 p.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUMSANG" "SUISANG" "HOSANG"	Satur., 18th Apr., at 7 a.m. Satur., 25th Apr., at 7 a.m. Wed., 6th May, at 7 a.m.
SANDAKAN	"HINSANG" "MAUSANG"	Wed., 15th Apr., at Noon Fri., 1st May, at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHEONGSHING" "CHIPSING"	Wed., 15th Apr., at Noon Fri., 24th Apr., at 7 a.m.

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Steamship "GLENIFFER" ... 30th May

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER" ... 28th Apr.
Motor Vessel "GLENUGLE" ... 8th May
Steamship "GLENHANE" ... 24th May
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Freight	S.S. "Frankon"	...	departure 28th Apr.
Pass.	M.S. "FULDA"	...	departure 2nd May
Freight	S.S. "Trave"	...	departure 17th May
Pass.	S.S. "THIER"	...	departure 30th May
Freight	S.S. "Lube"	...	departure 18th June
Freight	S.S. "Maie"	...	departure 27th June

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NEXT ARRIVALS FROM EUROPE:—

